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## PRINCIPAL CONTENTS.

Maine Central Railroad	885
Chicago, Milwaukee and St. Paul Railway	885
Illinois Central Railroad	886
Pennsylvania Railroad	887
Union Pacific Railroad	888
Southern Pacific Railroad	889
Railroad and Canal Dividend Statement	890
Railroad Earnings	891
Federal and State Securities	892
Railroad Bond and Share Lists	893, 402
Financial and Commercial Affairs	409
Chicago, Danville and Vincennes Railroad	411
The United States of Colombia and its Trade	412
Value and Use of Railroads	412
New York and New England Railroad	418
Buffalo and Lake Huron Railroad	418
Commerce of New York	414
The Coal Trade	416

## American Railroad Journal.

New York, Saturday, March 25, 1876.

### Maine Central Railroad.

From the report of the directors of this company which was presented at the annual meeting of the stockholders held at Augusta, Me., on the 22d inst., we learn that the total earnings of the road for the year ending December 31, 1875, were \$1,786,076 47, the operating expenses \$1,147,066 82, and the net earnings \$639,009 65. For the year 1874, the total receipts were \$2,094,080 55, the operating expenses \$1,281,681 25, and the net earnings \$812,399 30—showing a decrease in gross earnings of \$308,004 08, a decrease in operating expenses of \$134,614 48, and a decrease in net earnings of \$173,389 65. Of this reduction in gross earnings the past year \$77,322 56 was occasioned by the modification of former contracts, for the purpose of producing uniform and harmonious results, as the Directors trust, to the benefit and in the general convenience of their patrons who have occasion to do business over the railroads west of Portland. The balance of the diminution in gross receipts, \$230,681 52, must be attributed to the general depression of

the business of the country, and "reduction of tariff by special rates."

During the present year bonds of the Somerset and Kennebec Railroad Company, amounting to \$260,000, will mature. Bonds of the Maine Central Railroad Company have been provided and appropriated for their redemption. It is also considered advisable to use the bonds provided for that purpose to liquidate a portion or all of the floating debt of the Maine Central Railroad Company at an early date.

The total bonded debt of the company is given in the Treasurer's report at \$6,761,767 20. The entire liabilities of the company amount to \$12,457,151 88.

The equipment of the road consists of 16 locomotive engines (coal burners), 44 locomotive engines (wood burners), 57 passenger cars, 28 baggage cars, 4 postal cars, 14 freight saloon cars, 6 workmen's cars, 777 box cars, (including cattle cars), 556 flat cars, 110 wood and gravel cars, 4 wrecking cars, 16 snow plows, 102 trackmen's hand cars, 79 trackmen's push cars.

The number of miles run during the year by passenger trains was 532,226; by freight trains, 404,545; by wood, construction and switching, 808,209—total, 1,239,980. Increase of passenger train mileage over last year 28,610 miles; of freight train mileage, 55,087 miles; of wood, construction and switching 16,081 miles.

Number of passengers carried in 1875, 672,372, against 752,724 in 1874, a decrease of 80,352. Tons of freight transported in 1875, 422,400, against 374,104 in 1874, a decrease of 48,296. Earnings per passenger \$1 19; average earnings per passenger per mile, 3.15 cents. Average receipts per ton, \$2 48.6; average receipts per ton per mile 4.7 cents. Average distance travelled by each passenger, 38.20 miles; average mileage of one ton, 59.93.

As a matter of safety, the Westinghouse air-brake has been applied to the engines and cars of the through passenger trains, and nearly all the cars are furnished with the Miller platform and coupling.

The Superintendent recommends during the year about 1800 tons of new rails laid, 500 tons to be steel rails,

### Chicago, Milwaukee and St. Paul Railway.

At a meeting of the directors of this company held on the 16th inst., a dividend was declared of 14 per cent on the preferred stock of the company—7 per cent on the net earnings of 1874, and 7 per cent on the net earnings of 1875. This dividend is payable April 10th, in the consolidated sinking fund bonds of the company. The following statement of income account was submitted:

Balance to credit of income account, after the payment of dividend on preferred stock in March, 1874, out of the net earnings of 1874	\$727,082
Net earnings for the year 1874	\$3,081,900
Less interest on bonds for 1874	\$1,956,085
Other items charged against income account	146,807
	2,102,892
Net earnings for the year 1875	\$3,085,389
Less interest on bonds for 1875	\$1,980,327
Other items charged against income account	68,519
	2,048,746
	1,041,643
	\$2,747,683

A dividend of 7 per cent out of the net earnings of 1874 on \$12,274,488 preferred stock..... \$859,214  
A dividend of 7 per cent out of the net earnings of 1875 on \$12,274,488 preferred stock..... 859,214  
1,718,428

Balance to credit of income account, applicable to future dividends on common stock..... \$1,029,255

At a meeting of parties interested in the affairs of the Detroit and Milwaukee Railroad, held at Detroit on the 8th inst., Mr. C. C. Trowbridge, Receiver, announced that he had paid the running expenses of the road for the past year, paid interest on a debt of \$1,000,000, which takes precedence of any bonds, and had \$85,000 left. He was also in debt about \$300,000 for steel rails laid last year, for which he was pressed, and would require more rails this year, if the road is

to run, which would cost \$360,000, if they were of steel, and \$250,000 if of iron. No proposal being made, the meeting adjourned.

#### Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1875, were as follows:

From freight.....	\$3,619,238 68
" passengers .....	1,230,681 80
" mail .....	186,086 30
" express .....	105,844 81
" sleeping cars .....	84,328 86
" rent of property .....	93,986 77
" rent of tracks .....	145,467 61
" storage and dockage .....	11,685 32
" switching .....	25,079 92
" Train News Agency .....	1,666 64
" Cairo wharf boat .....	5,096 17
" earnings Cairo ferry .....	39,566 39

\$5,448,728 77

Net earnings over Chicago, Burlington and Quincy Railroad .....	464,474 62
Net earnings over Toledo, Peoria and Warsaw Railroad .....	39,225 36

Total earnings in Illinois.....\$5,952,428 75

#### Leased lines in Iowa—

Dubuque and Sioux City Railroad ..	1,194,584 42
Iowa Falls and Sioux City Railroad ..	503,789 48
Cedar Falls and Minnesota Railroad ..	151,753 82

Total.....\$7,802,556 42

#### Less operation expenses:

Salaries.....	\$176,630 10
General expenses.....	151,938 70
Claims and damages.....	67,986 12
Station expenses.....	594,701 40
Freight train expenses.....	590,539 07
Passenger ".....	274,288 41
Maintenance of structures and property.....	109,441 05
Maintenance of equipment.....	781,614 32
Maintenance of way.....	992,481 39
Telegraph expenses.....	63,558 54
Sleeping car expenses.....	37,885 71
Operating St. Charles Air Line .....	4,133 37
Cairo wharf boat expenses.....	7,718 94
Dunleith elevator expenses.....	886 75
Cairo ferry expenses.....	9,857 76
Legal expenses.....	51,902 76
Switching .....	18,956 05
Repairs of fencing.....	25,942 76
Rent of cars.....	1,981 09
Cairo steamer.....	7,313 68
Miscellaneous .....	17,289 08

3,989,447 05

Leaving net earnings.....\$3,813,109 37

#### Deduct—

Charter tax paid State of Illinois.....	\$375,766 03
Charter tax paid State of Iowa .....	63,834 20
Rent of leased lines.....	703,927 22

1,143,027 45

Net receipts from operation of road.....\$2,670,081 92

It will be seen that the gross earnings of the Illinois Central Railroad and of the leased lines, for the year 1875, were \$7,802,556 42; the operation expenses, including taxes and rentals, \$5,132,474 50—leaving the net earnings derived from traffic of the line, \$2,670,081 92; showing the working expenses, including taxes and rentals, to have been 65.7 per cent of the earnings. The directors, in their report, say:

Closing a year of unusual depression in busi-

ness, and following a season of partial failure of the crops upon that part of our railway which is ordinarily the most productive, the directors are pleased to report to the shareholders that the revenue from the traffic, and the receipts from the land office, have provided for the interest charge, and for the usual dividends upon the shares; leaving a surplus of \$109,023 56 at the credit of Income Account, which is only \$37,195 28 less than the surplus at the close of last year. The net traffic of the line was \$2,670,081 92, and the income from land \$223,297 42.

The business suffered from the pressure of competition by lines adjacent to our own, that have, during these evil times, been obliged to suspend interest payments upon their debts. The directors expect less interference from this source the present year, as several of these lines are recovering from their crippled condition, and, by arrangements which have been skillfully perfected by our general manager, will, it is hoped, be tributary to our line in the future.

We have, besides, to report an exceptional harvest of corn, more abundant than any for several years. This will, of course, increase our freight traffic.

On the first of April last, \$2,671,000 Construction bonds, which matured, were paid and canceled, leaving \$64,000 not presented at the close of the year, which prevents the absolute cancellation of the mortgage.

Five hundred and twenty thousand pounds sterling of Redemption bonds were paid on the first of April, and a new loan for £500,000 at six per cent was issued in their stead.

Several large claims upon the company, of many years standing, have been liquidated, leaving us at the present moment free from any except such as arise from actual current business.

Steel rails have declined to about half the prices paid three years since. We have 12,000 tons purchased at the present low rates, and have ordered 500 freight cars to be in readiness on the first of May, and shall, if the traffic develops as the managers of the line anticipate, increase this number.

To meet these outlays, £200,000 sterling 5 per cent bonds have been sold at a fair premium.

The benefit of the Southern line has proved, the past year, about equal to the interest charge which the company has incurred in promoting its construction. But we have not derived the large traffic which would have been obtained if the managers of that line had possessed the means thoroughly to equip and maintain their road. The directors are negotiating with the owners of this property, in the hope that measures may be concluded which will put this line in good working order from Cairo to New Orleans, and give the advantage which has hitherto failed to accrue to our interests. Our railway traverses the districts of cheapest production of grain and provisions required by the South. The relations of this Southern outlet to our property remain unchanged, and we shall endeavor to effect an arrangement which will secure, in the future, the profit which naturally belongs to the trade with the South.

There is an increased traffic upon the Iowa Division, and, generally, our prospects for business are better than were presented at the opening of last year.

The directors refer to the reports in detail of the general manager, and other officers of the line, whose duties have been efficiently performed.

The present debt of the company is \$9,765,000; the share capital \$29,000,000. On the thirty-first of December the company owned 301,636.40 acres of land, and held \$686,035 80 land notes.

The main line is 705.5 miles, with 136.51 miles of second track and sidings. The company owns 202 engines, and 4,854 cars. 582.93 miles of the track have been relaid within six years. 56,826 tons of steel and iron rails, and 1,897,400 ties have been placed in the track, in Illinois, since first of January, 1870.

The annual meeting of the shareholders will take place the last Wednesday of May, at Chicago.

In the report of the General Superintendent the earnings of the road for the year 1875, (including \$78,450 72 gross earnings of T. P. & W. R. R., and \$464,474 62 net earnings over the C. B. & Q. R. R.) are stated at \$7,841,781 78, against \$7,947,855 36 for the year 1874—a decrease of \$106,073 58. The operation expenses for the year 1875 were \$3,989,447 05, against \$4,030,150 77 for the year 1874—a decrease of \$40,703 72. The length of road operated is 1,107.7 miles. The proportion of operation expenses, exclusive of charter tax and rental, to earnings, is 50.87 per cent. There was an increase in the number of passengers carried of 61,904, with a decrease in the revenue therefrom of \$10,964 85. The decrease in tonnage of freight transported was 53,511, of which 52,683 was from local and 828 from through freight. The decrease in revenue from freight amounted to \$209,577 59, of which \$159,524 67 was from freight carried south, and \$50,052 92 from freight carried north. There was a decrease in the number of passengers carried one mile of 286,763, and an increase in the number of tons of freight carried one mile of 11,091,658. The average fare of each passenger in 1875 was \$1 01.21, against \$1 05.85 in 1874. The revenue per ton per mile in 1875 was 1.93 cents, against 2.08 cents in 1874.

It will be seen, says the General Manager, in his report, that there has been a decrease per ton per mile in the rates obtained for carrying traffic in 1875, as compared with the previous year, of 15-100 of one cent; this, with the decrease of tonnage, accounts for the decreased gross revenue, while the extraordinary snow and other expenses explain the decrease of net revenue as compared with the previous year. Of the whole tonnage transported during the year 1875, 85 per cent was local, leaving but 15 per cent as the through business; while the revenues show 87 per cent to have been derived from the local and 13 per cent from through traffic.

From the report of the Chief Engineer we learn that the operation expenses of the road department for the year 1875 were \$1,159,587 11—a decrease of \$125,382 46, compared with 1874. There were 6,550.09 tons of steel rails, 3,803.09 tons of iron rails, and 370,351 cross ties used in track repairs. At the close of the year there were 212.63 miles of main track, and 5.52 miles of yard tracks, in all 218.15 miles laid with steel rails. The Chief Engineer adds: "So far as can be judged from the time they have been in use, the steel rails now laid appear to be of good quality. In several localities in the Chicago yards they have already sustained service equal to wearing out three to five sets of iron rails, and are yet in condition to sustain a large amount of traffic, and I can now see no reason to doubt that all the steel laid to this time will do equally well."

The company have 202 locomotives. During the year five new coal-burning freight engines have been purchased from the Brooks Locomotive Works, Dunkirk, N. Y.; also three switching engines, each with six coupled drivers, built by Hinkley Locomotive Works, were bought second hand. These eight engines are valuable additions to the rolling stock of the company. 13 engines have been rebuilt, 18 received thorough repairs, and 77 general repairs. Of the 18 rebuilt, 9 re-



ceived entirely new boilers, 193 engines have full sets of steel tires.

The company have also 78 first-class passenger cars, 8 smokers' cars, 2 officers', 1 pay, 51 baggage, mail and express, 18 sleeping, 8 old passenger cars, not numbered, 2,850 grain and fruit, 50 Blue Line, 350 stock, 1,409 flat and coal, 4 powder and 25 derrick, tool and tank cars, and large and small snow plows. 5,477 new wheels have been used for repairs of cars. All the passenger train equipment have the Miller Platform and Coupler.

The total number of passengers carried was 1,648,541. Number carried one mile, 50,828,605. Av. number of miles traveled by each passenger, 30.83. Av. fare of each passenger, \$1 01.21. Revenue received per mile of road, \$1.506 27.

Tons of freight transported, 2,916,424; of which 1,714,206 were local, and 302,218 through. Tons carried one mile, 284,650,911. Tons carried one mile north, 124,342,773; do. south, 160,308,133. Tons of local freight carried one mile, 233,334,166; do. through do., 51,316,745. Av. distance each ton was carried, 141.17 miles. Revenue per ton per mile, 1.93 cents. Av. revenue per ton, \$2 72.31. Revenue per mile of road, \$4,957 11.

The number of miles run by engines with passenger trains, was 1,478,191; with freight trains, 8,179,753; with construction trains, 54,101; switching, 907,396—total, 5,619,441. Pounds of waste used, 54,983. Gallons of oil, 45,672. Cords of wood, 4,144. Tons of coal and coke, 157,029. Total cost for repairs, including fuel, wages of engineers and firemen, waste, tallow, oil, and cleaning engines, \$1,100,794 94. Total cost per mile, 19.57 cents. Average miles to pint of oil, 15.38; do. to ton of coal, 35.78.

#### GENERAL BALANCE SHEET.

Permanent expenditures, Illinois...	\$36,169,981 22
Permanent expenditures, Iowa....	623,335 13
	<b>\$36,793,316 35</b>
Working stock of supplies .....	\$556,431 95
Iron and steel rails on hand .....	827,652 16
	<b>884,084 11</b>
Cash assets .....	1,169,408 90
Miscellaneous assets .....	846,000 00
Seven per cent bonds of the New Orleans line .....	4,842,000 00
	<b>\$44,034,804 36</b>
Shares .....	\$29,000,000 00
Funded debt—	
Six per cent Currency Redemption bonds of 1890 .....	\$2,500,000 00
Six per cent Sterling bonds of 1895, £500,000 .....	2,500,600 00
Five per cent Sterling bonds of 1903, £940,000 .....	4,701,000 00
	<b>\$9,701,000 00</b>
Seven per cent Construction bonds, due April 1, 1875, not presented for payment .....	61,000 00
	<b>9,765,000 00</b>
Surplus .....	5,160,780 80
Balance at credit of income .....	109,023 56
	<b>\$44,034,804 36</b>

#### APPLICATION OF INCOME.

Net receipts from operation of railway, as above .....	\$2,670,081 92
Land office receipts .....	223,297 42
Surplus income of 1874 .....	190,218 79
	<b>\$3,089,598 13</b>
Construction bond coupons, April 1st .....	\$94,116 00
Currency Redemption bond coupons, April 1st and October 1st .....	150,000 00
Sterling six per cent bond interest, including premium on sterling exchange .....	173,841 87
Sterling five per cent bond interest .....	248,141 70
	<b>\$661,098 57</b>
Dividend of February 1st, 1875 .....	1,159,628 00
Dividend of August 1st, 1875 .....	1,159,848 00
	<b>2,980,574 57</b>
Surplus at credit of income .....	\$109,023 56
	<b>SURPLUS.</b>
Balance as per last annual report .....	\$5,473,608 12
Add cost of permanent improvements on Iowa Division .....	169,946 89
	<b>\$5,643,555 01</b>
Paid April 1, 1875, Six per cent Sterling Redemption bonds matured, £520,833 6s. 8d.; issued April 1, 1875, Six per cent Sterling bonds of 1895, £500,000—balance of bonds paid in cash, £20 833 6s. 8d. cost .....	\$116,458 33
Premium on 315 Six cent per Construction bonds, £208 6s. 8d. each, paid in London, April 1, 1875 .....	46,598 90
	<b>\$163,057 23</b>
Paid in settlement of Dubuque elevator suit, retaining elevator property .....	319,716 98
	<b>482,774 21</b>
Total .....	<b>\$5,160,780 80</b>
	<b>PERMANENT EXPENDITURES.</b>
Construction .....	\$402,804 54
Equipment .....	55,274 25
	<b>\$458,078 79</b>
Add cost of permanent improvements on Iowa Division .....	169,946 89
Amount of debit of this account in last annual report .....	36,165,290 67
Total, as in General Balance Sheet .....	<b>\$36,793,316 35</b>
President.—JOHN M. DOUGLAS.	
Directors.—His Excellency, John L. Beveridge, Governor of Illinois, ex Officio; William Tracy, W. H. Osborn, L. V. F. Randolph, C. Menelas, Frederick Sarges, until May, 1876; George Bliss, W. K. Ackerman, until May, 1877; W. H. Gebhard, Wilson G. Hunt, A. R. Van Nest, until May, 1878; John M. Douglas, L. A. Von Hoffmann, until May, 1879.	
Gen'l Manager.—JAMES C. CLARKE.	
Chief Engineer.—L. H. CLARKE.	
Secretary.—L. A. CATLIN.	
Treasurer.—L. V. F. RANDOLPH.	
Gen'l Auditor.—W. K. ACKERMAN.	
The coal trains on the Erie Railway commenced running again on the 20th inst. This will restore forty locomotives withdrawn four weeks since.	

#### Pennsylvania Railroad Company.

The following is a portion of the Report of the Pennsylvania Railroad Company, relating to the Canal and Coal Companies, which we were obliged to omit from our last issue for want of space:

The results of the PENNSYLVANIA CANAL COMPANY for the year 1875 were as follows:

Gross receipts .....	\$444,669 09
Expenses .....	240,637 22

Net earnings, 1875 ..... \$204,031 87 |

Being a gain of \$56,286 67 over 1874.

This company has paid off all its floating indebtedness.

The following statements will show the result of the operation of the coal companies in which you are interested, to December 31, 1875. In this connection arrangements have been made to create a fund of 25 cents per ton mined, which will be charged currently to expenses, and applied to the reduction of the cost of the several coal properties. Where that cost is represented by bonds, this fund will be applied to their purchase and cancellation.

THE SUSQUEHANNA COAL COMPANY produced in 1875, 381,774 tons.

Its gross receipts were .....	\$1,478,820 91
Expenses .....	1,299,614 95

Net earnings ..... \$179,205 96 |

Being a decrease of \$206,682 78, as compared with 1874, caused by the almost entire suspension of production of anthracite coal during the first seven months of the year.

THE SUMMIT BRANCH AND LYKENS VALLEY COMPANIES produced for the thirteen month ending December 31, 1875, 530 994 tons.

The gross earnings of the Summit Branch Railroad Company for the

same period were .....	\$1,467,529 60
Expenses .....	968,687 84

Net earnings ..... \$498,841 76 |

Being an increase of \$231,887 87, as compared with 1874.

The gross earnings of the Lykens Valley Company for the same period were ..... \$703,547 35 |

Expenses .....	996,845 06
----------------	------------

Deficit ..... \$293,297 71 |

Being an increase of \$10,752 42 as compared with 1874.

The large expenditures on this property were due to the existence of extensive faults in the vein, to remove which has required heavy outlays for several years past. The company is now working in good coal, and the results of the present year, will, it is believed, show a marked improvement.

THE MINERAL RAILROAD AND MINING COMPANY produced for the thirteen months ending December 31, 1875, 477,233 tons.

Its gross earnings were .....	\$1,086,359 92
Expenses .....	924,324 84

Net earnings ..... \$162,035 08 |

Being an increase of \$89,540 76 as compared with 1874.

The aggregate results from your several anthracite coal companies were as follows:

Total production 1874-1875 (thirteen months) .....	1,390,001 Tons.
Total production 1873-1874 (twelve months) .....	1,328,984
Aggregate net earnings 1875 .....	\$546,785 09
Aggregate net earnings 1874 .....	670,767 71

At the close of the year a reorganization of the several coal companies was effected, under which it is believed valuable economies will be effected in their business, and the properties be made more profitable than in the past, at least to the extent of the economies referred to.

The anthracite coal for Eastern markets obtained from your various properties, with the exception of that going to South Amboy over our lines, is now brought over the Pennsylvania Railroad, and shipped at Greenwich Point. Our wharfage facilities at that point, though quite extensive, were taxed to their utmost capacity before the close of the year, and it is proposed to enlarge them during the present year to meet the increased business coming to us from the several coal regions reached by our lines and their connecting roads. Our large increase in that special traffic, however, is in bituminous coal and coke, which are growing in public favor each year.

The coal companies in which you are interested were invited to join what is known as the Coal Association for the Anthracite Region. After full consideration of the subject they declined to do so, but in order that the large coal roads should carry out their own system of handling this great traffic, your coal companies did agree that their production for the year should not be increased over that of 1875, to competitive points east of the capes of the Delaware; and that if the Coal Association should continue for 1876, they would maintain prices on this competitive trade as heretofore.

#### Union Pacific Railroad.

At the meeting of the stockholders of the Union Pacific Railroad Company in Boston on the 8th inst. the directors submitted the following report: To the Stockholders of the Union Pacific Railroad Company:

In submitting the report of the Board of Directors for the year 1874, the earnings for 1875 were estimated at twelve millions of dollars.

The actual gross earnings for 1875 were.....\$11,998,882 09  
Operating expenses, including taxes 4,982,047 95

Leaving surplus earnings.... \$7,011,784 14  
Operating expenses being 41.54 per ct. of gross earnings.

Compared with the year previous there has been an increase of the gross earnings of \$1,438,951 97, an increase in expenses of \$127,344 08, leaving in surplus \$1,306,607 89.

By referring to the statements herewith submitted, it will be seen that the commercial passenger business gains, during the year, \$467,614 90, being 12.63 per cent. Commercial freight earnings gain, \$938,818 02, being 19.48 per cent. Government business shows a decrease in passengers of \$74,459 11, being 29.70 per cent., and in freight \$82,244 08, being 25.96 per cent. Mail earnings have not changed in amount since July 1, 1873, being \$315 per mile per annum.

The rate of expenses to earnings last year was considered as very small; this year it has been decreased from 45.97 to 41.54 per cent., a decrease of 4.43 per cent., and this is accomplished in the face of the extraordinary expenses incurred during the spring floods.

There has been expended for new construction during the year, \$500,365 90; included in this are 12 new locomotives, 41 second class passenger cars, 85 new freight cars, iron bridge for Dale Creek; new head quarters and depot at Omaha; eating houses at Rawlins, Grand Island, Sidney, and other points; permanent water works at Omaha, Grand Island, Dale Creek; also a large sum to complete the rolling mill at Laramie, and the new scrap furnace at Omaha.

1501 tons of steel, and 7422 tons of iron rails; 449,738 pine ties, and 55,594 hard wood ties have been placed in the track. \$182,589 64 has been expended in replacing wooden bridges with iron and steel, and repairing permanent structure, all of which has been charged to the operating expenses. The entire road bed, together with equipment, depots, water supply, and snow defence, has been brought to a high order of efficiency, as demonstrated by the winter's experience. No such winter as this of 1875-76 has been experienced since the road was finished. In the winter

of 1871 and 1872, with less than half the snow of this winter, trains were delayed weeks; this winter we have combatted the heavy drifting fall of snow and extraordinary cold weather successfully, with no unusual delay of trains or hindrance to travel.

The important work of filling and replacing all temporary structures was completed in 1874, but the company has added much to the efficiency of the road in past years, in continuing the raising of banks and widening of cuts, thus obviating the necessity of maintaining expensive snow sheds. The providing for extraordinary floods, and the general protection from damage by snow or water will add important savings in the future operating expenses of the road.

These improvements and the reduction in the cost of fuel leads to the belief that for the next year, on the same volume of business, notwithstanding the extraordinary expenditure on account of the severe winter, even a further reduction of the per cent. of operating expense may be attained.

The consumption of fuel by motive power for 1875 was 148,876½ tons coal, 7,137 cords of wood, at a cost of \$4 75 per ton for coal, and \$6 50 per cord for wood. The increase of consumption over 1874 was 31,364½ tons coal, and 906½ cords of wood.

The equipment of the road is now ample for present business, and consists of 164 locomotives, 167 passenger and baggage cars and 3060 freight cars.

The New Rolling Mill at Laramie has been completed, and has cost \$212,503 32, and has a capacity to roll 20,000 tons per annum. It is now in full operation, turning out satisfactory work; and has rolled for the company during the year 6378 tons of iron at the contract price of \$18 50 per ton.

Arrangements have been made during the year with the Kansas Pacific Railroad so that its system of railroads in Kansas and Colorado are working in harmony with the Union Pacific and its system, which is proving mutually beneficial to both.

The development of new mines in Colorado is adding to the volume of business, and the coming year, in our opinion will show a large increase of the mountain business to both roads.

During the year 1875 the furnishing of coal to the road and for commercial uses has been thoroughly systemized. At Rock Springs and Almy Chinese labor has been substituted for white labor, which has proved a great success, both in cost and in the reliability of the laborer.

The productions of the mines for 1875 are as follows:

	Tons.
Carbon.....	61,750
Rock Springs.....	104,667
Almy.....	41,805
Total.....	208,222

The snow at Rock Springs and Carbon has been so heavy that it has interfered slightly with the supply of coal during the winter; for commercial purposes the demand has been greater than we could meet for a short time; in former years, with less than half the snow, the miners were idle for months, and our coal from Laramie East was purchased from Iowa; but we succeeded this winter in furnishing all the coal required for the company's use and for commercial purposes, except at Salt Lake. Another year will place us in position to supply the entire demand, and at better rates than could be obtained from any other source. The reduction in cost of fuel to the country adjacent to the line of the road adds greatly to the development of the country; and it is evidently the true policy of the company to deliver coal to the manufacturer and settlers at a small margin above actual cost of mining and delivery.

The total amount of land sales for 1875 was 111,049.55 acres, purchased by 705 different persons, at an average price of \$3 66 per acre amounting to \$404,462.

The total amount of land sold since organization of Department was 1,082,898 36 acres, at an average price of \$4 47 per acre, amounting to.....	\$5,836,044 02
Amount of interest paid on contracts.....	338,458 20
Amount received on forfeited contracts.....	1,140 94
Total proceeds.....	\$5,670,643 16
Total expenses of Land Department.....	\$653,566 66
Total taxes paid.....	385,244 69
	1,038,811 35

Leaving net proceeds as.....	\$4,631,831 81
The total amount of Land Grant Bonds issued and sold by the Company was.....	\$10,400,000 00
Amount retired and canceled to date.....	2,768,000 00

Remaining outstanding.....	\$7,632,000 00
There are in the hands of the Company notes and contracts bearing interest, which is to be applied as fast as due and paid to canceling outstanding bonds.....	\$3,012,501 68

Leaving to be provided for by future sales.....	\$4,619,498 32
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Thus showing that this portion of the bonded debt of the Company will in a short time be entirely paid off and canceled without encroaching upon the revenues of the road. A small part of the acreage left at present prices will create a fund sufficient to meet the balance of the Land Grant bonds outstanding.

The treatment and disposition of the lands west of North Platt is a question as yet undecided by the Company. A portion of them, especially in the valleys of streams, are suitable for agriculture; the balance are fine grazing lands.

The already immense herds of cattle, sheep, mules and horses along the road, and the increase of future traffic to the road from the natural increase, will bring very large earnings. The past year 3000 cars of stock were sent over the road, and it is desirable to so dispose of or retain the lands as shall best foster and build up this trade. The vast country through which the road runs will soon be the grand supply depot for Eastern markets for beef and mutton.

The recent discoveries of the mines in the Black Hills, calling attention to that heretofore undeveloped country, and the discoveries on the Medicine Bow range, including the new centennial lode, bids fair to equal anything heretofore discovered in gold quartz in that country, and must draw a large emigration over the land the ensuing Spring. Both of these new discoveries must add greatly to the travel and traffic of the road from an unexpected source. Machinery and skilled workmen are en route from Europe to develop and work the soda beds on Laramie Plains. The entire consumption of soda in the United States now amounts to 118,000 tons, and is all imported. As soon as the beds are developed and worked there is no reason why we should not supply the entire trade.

The question of the construction of the Act of Congress under which the road was built, which have been matters of difference with the Government, are being rapidly settled by the Courts, but so far, in most cases, the decisions are upon the basis claimed by the Company.

The late decision of the United States Supreme Court, decreeing that the interest upon the Government Bonds is to be paid at the time and in the manner of the principal of the Bonds (leaving half of the Government transportation to be paid to the Company), has lifted from the property the only clouds that rested upon it; by that decision there is due the Company from the Government \$1,095,547 02, which will, undoubtedly, be paid as soon as the remaining question now pending in



the U. S. Court, being "what is due under the 6th section of the Act of 1862, known as the Five Per Cent Clause," is decided.

The Company are satisfied that their construction of this clause is correct, and that under the decision of the Court there will found, at the present time, nothing due the Government.

The Government and Company are using due diligence in bringing this question to a final decision, after which, we trust, there will be no delays in the company receiving promptly its half earnings of all Government business.

The company also believe that when the questions are finally settled by the courts the Government will accept the company's proposition and agree upon some plan that shall provide a sinking fund, or a fixed sum, to be paid by the company to meet the Government debt and interest, although the company, under the decisions, are relieved from making any provision of this nature, but are disposed to carry out any plan that will do justice to the company and the Government, and that shall not be burdensome to the property and that will settle finally and for all time all questions bearing upon the points heretofore in dispute, and the company have so informed the Executive Department of the Government and Congress.

The future of the property is no longer in doubt. The steady growth of its local trade; the continual and unexpected development of the zone of country through which the road runs, demonstrating that every part of it is valuable in agriculture and grazing lands, ores, minerals, and hidden treasures that daily come to light, and that for over 1000 miles long east and west, and 300 miles wide north and south are tributary for all time to this one great artery. This will insure a steady, healthy and rapid growth to the business of the road. Its coal, iron, silver, gold, soda, sulphur, paint, oil, lead, and copper products daily increasing, and the Union and Central Pacific Roads will soon carry east and west to markets a greater variety of products and precious metals than any road in the country.

Its coal traffic to day in its infancy controls almost the entire fuel trade from the Missouri river to the Pacific coast, and as the manufactures, furnaces, mills and other powers become necessary, the traffic in this one product cannot to day be estimated.

The road has passed through the severest year in flood and snow that it has yet experienced, and has come out with comparatively small cost and no delay, and has demonstrated that its improvements to meet both are ample and well conceived, and will avoid future great expenditure on this account.

The amicable arrangements and relations with connecting roads place us in a position to meet promptly unfriendly attacks, or competition, intended to obtain the traffic properly belonging to us, and will enable us to hold the great bulk of the travel and freight for the Pacific coast, and to China, Japan and other important ports in the Pacific Ocean; your Board congratulates you upon the steady increasing value of the property, and predict for the coming year an equally if not more remunerative one than the past.

In concluding the report, the Board warmly commends the General Superintendent, Mr. S. H. H. Clark, the heads of departments, and local officers of the Company, engaged in operating the road, for the successful manner in which they have administered the property the past year; to their fidelity, capacity and energy the favorable results which have been obtained are largely due.

By order of the Board.

SIDNEY DILLON, President.

A meeting of the associates of the Boston, Lawrence and Haverhill Railroad was held at the office of the company, 8 Exchange Place, Boston, on the 18th inst., to establish the location of the line as reported upon by the engineer. The Boston Journal says that the determined feeling and

ample means offered to build the road through to Haverhill and West Newbury show plainly that the enterprise has met with unparalleled favor and success, and the assurance of its being completed to Reading and North Reading by July first is very gratifying to all parties on the line of the road.

#### Southern Pacific Railroad.

The Committee on Stock List of the New York Stock Exchange has placed on the "Free List" series A of the bonds of the Southern Pacific Railroad (of California.) The official statement which accompanied the application, contains the following:

The company was originally organized December 2d, 1865, under the general railroad law of California, passed May 20, 1861, and its amendments. Its present organization was effected December 18, 1874, and is the result of several successive consolidations.

The authorized capital stock is.....\$90,000,000  
Capital stock subscribed is..... 23,770,300  
Capital stock paid in..... 22,412,200  
The bonded debt of the company will be when all are issued..... 46,000,000

(To be issued in different series.)

Series A, 13,000 bonds of \$1,000 each, numbers 1 to 13,000.....\$13,000,000  
Series A, 4,000 bonds of \$500 each, numbers 13,001 to 17,000..... 2,000,000

\$15,000,000

Series B, 5,000 bonds of \$1,000 each, numbers 17,001 to 22,000..... \$5,000,000

Series C, 5,000 bonds of \$1,000 each, numbers 22,001 to 27,000..... 5,000,000

Series D, 5,000 bonds of \$1,000 each, numbers 27,001 to 32,000..... 5,000,000

Series E, 5,000 bonds of \$1,000 each, numbers 32,001 to 37,000..... 5,000,000

Series F, 5,000 bonds of \$1,000 each, numbers 37,001 to 42,000..... 5,000,000

Series G, 6,000 bonds of \$1,000 each, numbers 42,001 to 48,000..... 6,000,000

\$46,000,000

Series A bear date April 1st, 1875, principal payable April 1st, 1905, in gold coin. Interest six per cent, payable April 1st, and October 1st, in gold coin, in the City of New York. (Until further notice to the New York Stock Exchange, only series "A" will be issued.) Amount.....\$15,000,000

Outstanding bonds of this series..... 14,346,000

The several succeeding series are to bear date as the board of directors may direct, and be payable thirty years from their respective dates.

The payment of the bonds is secured by a mortgage of the company to D. O. Mills and Lloyd Tevis, dated April 1st, 1875, upon the following portions of its main line and branches, viz: From San Francisco, by way of Carnadero Junction, Salinas Valley and Polonio Pass, to the Colorado River, at or near the Needles; from Los Gatos to Poso Junction; from Carnadero Junction to San Benito; from Tehachapi Junction to Fort Yuma and from Los Angeles to Wilmington, to the extent of 1,150 miles, of which upwards of 398 miles are completed; and also upon the lands granted to the company by Congress.

The floating debt of the company is \$414,642 07.

Subsidies.—By certain acts of the Congress of the United States approved July 27th, 1866, and March 3d, 1871, there were granted to the company a right of way two hundred feet in width over the public domain, and also 12,800 acres of public land a mile for 932 miles of the road.

The State of California granted to the company thirty acres of land at Mission Bay in the City of San Francisco, for a terminus. These grants are very valuable.

The Counties of San Francisco, Santa Clara and San Mateo, and the City and County of Los Angeles contributed to the building of the road an aggregate of \$1,002,000.

#### Railway Axles and Springs.

At a meeting of the Association of Master Car-builders, at No. 113 Liberty Street, N. Y., on the 16th inst., Mr. Charles Bender, civil engineer, gave a detailed account of recent experiments in Germany on the durability of railroad car axles and springs. The work of testing the strength of the various metals and machinery was undertaken at Vienna and on the Silesian Railroad in Prussia, under the direction of Mr. Charles Woehler, Commissioner of the German State Railroads, and has resulted in important discoveries. It was found that cast-steel of the best quality wore from twenty to thirty per cent better than the best wrought-iron, and that axles of 4½ inches diameter for passenger coaches, and 5½ inches for freight cars, were capable of wearing for an almost indefinite period, and would in the end wear out instead of breaking. Both the axles and the loads used in Germany were slightly heavier than in America. Experiments have also been made in regard to the strain laid upon steel springs for passenger and freight cars, which have demonstrated that the springs, when properly made, are capable of bearing weights of 160,000 pounds to the square inch.

#### Accidental Test of Steel Rails.

W. O. Hughart, Esq., President of the Grand Rapids and Indiana Railroad Company, has addressed a letter to Hon. D. J. Morrell, of the Cambria Iron Works, Johnstown, Pa., in which he says:

We had a singular occurrence last week, which will interest you particularly. The flood broke through embankment on the Cincinnati, Richmond and Fort Wayne Road, making an opening of 12 feet in length and nearly same in depth. Fortunately it was spanned by two of your rails, and they carried engine and train safely over. The top of the rails was cracked, but the foot was perfect. It was a freight engine, thirty tons. The enginemen first saw the danger when immediately over the break, but had sense enough to avoid touching the throttle, and so did not give any new shock. The conductor went back as soon as the train had passed over, and stepped the distance, making it twelve feet.

The National Car Builder says that the Erie Railway Company is building at Jersey City 25 first class day passenger coaches, and will build 25 more soon. These coaches are 50 feet long, and of standard gauge width; trucks of the Pennsylvania R. pattern, all except gauge; weight of each coach about 17 tons, which is less than that of many cars of this class with standard gauge trucks. They have Miller Platforms and couplers, and are finished in a very neat and tasteful manner.

The contract for building the new Rhode Island and Massachusetts Railroad, from Valley Falls, R. I., to Franklin, Mass., fourteen miles, has been made, and work will commence at once. The cost will be \$13,000 a mile.

The New York Stock Exchange has admitted as a good delivery the latest issue of District of Columbia 3-85s, approved by Congress, and the bonds now quoted are numbered 1 to 26,483 of \$500 each, and 1 to 10,035 of \$1,000 each.

An excursion train passed over the Scioto Valley Railroad between Columbus and Circleville, Ohio, on the 17th inst.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq <sup>100</sup>	13,280,000	J. & J.	Jan. '76 34	Long Island..... 50	3,000,000	M. & S.	May '78 10a	Vermont and Mass..... 100	2,800,000	A. & O.	Oct. '75 2
Atlantic and West Point..... 100	1,232,200	J. & J.	July '75 8	Louisv., Cin. and Lex <sup>50</sup>	1,623,483	J. & J.	July '69 3	Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '75 3
Atlantic and Gulf..... 100	2,093,200	— & —	—	— " pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley..... 100	225,000	A. & O.	Apr. '72 24
Atlantic and St. Law <sup>100</sup>	89,494,900	M. & N.	Nov. '73 34	Louisville & Nashville..... 100	9,880,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '76 4
— " new 1870..... 100	1,500,000	— & —	—	Louisv., N. Alb. & Ohl <sup>100</sup>	3,000,000	J. & D.	Dec. '70 3	West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Avon, Genesee & Mt. M <sup>100</sup>	225,000	A. & O.	Jan. '75 1	Lowell and Lawrence..... 100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac <sup>100</sup>	180,000	J. & J.	Jan. '76 3
Baltimore and Ohio..... 100	13,151,922	M. & N.	Nov. '75 5	Lykens Valley..... 100	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg <sup>100</sup>	500,000	J. & J.	July '75 34
Washington Br. <sup>100</sup>	1,650,000	A. & O.	Apr. '75 5	Macon and Western..... 100	2,500,000	J. & J.	July '73 5	Worcester and Nashua..... 75	1,789,800	J. & J.	Jan. '76 34
Berkshire..... 100	600,000	quarterly	Jan. '76 14	Maine Central..... 100	3,400,500	— & —	—				
Blossburg & Corning <sup>50</sup>	350,000	J. & D.	Dec. '72 3	Manchester and Law <sup>100</sup>	1,000,000	M. & N.	Nov. '75 5				
Boston and Albany..... 100	20,000,000	M. & N.	Nov. '75 5	Marietta & Cincinnati..... 50	1,408,912	— & —	—				
Bos., Cin. & Fitch <sup>100</sup>	1,172,600	— & —	—	— " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a				
Agricultural Br. guar <sup>100</sup>	90,000	J. & D.	Dec. '75 3	— " 2d pref. 50	4,400,388	M. & S.	Sep. '66 3a				
Bost., Conc. & Mont <sup>100</sup>	800,000	M. & N.	May '75 3	Massachusetts..... 100	400,000	F. & A.	Feb. '75 3				
Boston and Lowell..... 500	3,300,000	J. & J.	Jan. '75 3	Memphis & Charleston <sup>25</sup>	5,812,725	J. & D.	Jan. '69 3				
Boston and Maine..... 4,000,000	6,921,274	M. & N.	Nov. '75 4	Michigan Central..... 100	18,738,204	J. & J.	Jan. '73 4a				
Boston and Providence..... 100	3,000,000	M. & N.	Nov. '75 4	Mill Creek & Minehill <sup>50</sup>	323,375	J. & J.	Jan. '76 5				
Bost., Revere B. & Lynn..... 100	960,000	F. & A.	Aug. '74 34	Milwaukee and St. Paul..... 100	15,899,281	J. & J.	Dec. '70 7a				
Buffalo, N. Y. and Erie <sup>100</sup>	5,254,203	M. & S.	Sep. '75 5	— " pref. 100	12,274,483	— & —	—				
Burlington and Mo. Riv <sup>100</sup>	1,485,900	M. & S.	Sep. '75 5	M. Hill & Schuyll. Hav. <sup>50</sup>	3,856,450	J. & J.	Jan. '76 34				
Camden and Amboy..... 100	5,847,800	quarterly	Apr. '76 24	Morris and Essex <sup>50</sup>	14,008,100	J. & J.	Jan. '76 34				
Camden and Atlantic..... 100	377,400	quarterly	Apr. '76 2	Nashua and Lowell..... 100	800,000	M. & N.	Nov. '74 4				
— " pref. 50	838,469	quarterly	Apr. '76 2	Naugatuck..... 100	1,382,900	F. & A.	Aug. '75 5				
Cape Cod..... 100	1,020,330	J. & J.	Jan. '72 24	Nequehoning Valley <sup>50</sup>	1,000,000	M. & S.	Mar. '76 5				
Orpe May and Millville <sup>50</sup>	447,000	J. & D.	June '75 3	Newark and N. York <sup>100</sup>	977,400	J. & J.	Jan. '75 34				
Catawba & Fogelsv. <sup>50</sup>	426,900	Novemb.	Nov. '71 6	N. Bedford..... 100	1,678,500	M. & N.	Nov. '75 4				
Catawba..... 50	1,169,500	— & —	—	N. Castle & Beaver Val. <sup>50</sup>	1,500,000	quarterly	Jan. '76 24				
— " pref. 50	2,200,000	M. & N.	Nov. '75 24	N. Haven & Northamp. <sup>100</sup>	605,000	quarterly	Oct. '74 3				
Cayuga and Susq <sup>100</sup>	589,110	J. & J.	July '76 4	New Jersey..... 100	7,295,200	quarterly	Apr. '76 24				
Cedar Rapids & Mo. Riv <sup>100</sup>	6,850,400	F. M. A. N.	Feb. '76 1	New London Northern <sup>100</sup>	1,418,800	quarterly	Jan. '76 2				
— " pref. 100	769,600	F. & A.	Feb. '76 34	N. Y. Cen. & Hudson R. <sup>100</sup>	89,428,330	quarterly	Apr. '76 2				
Central of Georgia..... 100	4,666,800	J. & J.	July '75 3	New York and Harlem..... 100	8,500,000	J. & J.	Jan. '76 4				
Central of New Jersey..... 100	20,000,000	quarterly	Jan. '76 24	— " pref. 100	1,500,000	J. & J.	Jan. '76 4				
Central Ohio..... 50	2,425,000	J. & D.	Dec. '75 3	N. Y., N. H. & Harf. <sup>100</sup>	15,500,000	J. & J.	Jan. '76 6				
— " pref. 50	400,000	J. & D.	Dec. '75 3	N. Y. Provid. & Boston..... 100	2,500,000	quarterly	Jan. '76 24				
Central Pacific..... 100	54,275,500	A. & O.	July '75 14	Ning. Bridge & Canand <sup>100</sup>	1,000,000	J. & J.	Jan. '76 3				
Chenango..... 100	880,000	quarterly	July '75 2	North Carolina..... 100	4,000,000	Irregular.	Jan. '73 3				
Cheshire, preferred..... 100	2,155,300	J. & J.	July '75 2	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4				
Chicago and Alton..... 100	8,929,900	M. & S.	Mar. '76 4	North Pennsylvania..... 50	3,806,500	F. & A.	Feb. '76 3				
— " pref. 100	2,425,000	M. & S.	Mar. '76 4	Northern Central..... 50	5,842,000	— & —	—				
Chicago, Burl. & Quincy <sup>100</sup>	27,492,900	M. & S.	Mar. '76 5	Northern N. Hampsh. <sup>100</sup>	3,068,400	J. & D.	Dec. '75 24				
Chicago, Iowa & Nebras <sup>100</sup>	5,916,200	J. & J.	Jan. '76 5	Northern New Jersey <sup>100</sup>	1,000,000	J. & J.	July '74 4				
Chicago & N. Western..... 100	14,994,600	J. & D.	Dec. '73 34	Norwich & Worcester <sup>100</sup>	2,604,400	J. & J.	Jan. '76 5				
— " pref. 100	21,456,653	J. & J.	July '75 34	Ogdensb. & L. Champ <sup>100</sup>	3,077,000	J. & J.	Jan. '76 2				
Chicago, R. I. & Pacific..... 100	25,000,000	A. & O.	Apr. '76 4	— " pref. 100	2,000,000	A. & O.	Oct. '75 4				
Cin., Ham. & Dayton..... 100	3,500,000	A. & O.	Apr. '76 4	Ohio and Mississippi..... 20,000,000	quarterly	—	—				
Cin., Sand. and Cleve <sup>50</sup>	2,980,500	— & —	—	— " pref. 100	4,030,000	J. & D.	Mar. '75 34				
— " pref. 50	413,150	M. & N.	Nov. '75 2	Old Colony..... 50	4,259,450	quarterly	Jan. '74 3				
Clev., Col., Cin. & Ind. <sup>100</sup>	14,991,275	F. & A.	Feb. '76 3	Old Colony..... 50	6,738,800	J. & J.	Jan. '76 34				
Cleveland & Mahoning <sup>50</sup>	2,057,569	M. & N.	May '74 34	Oswego and Syracuse <sup>100</sup>	482,400	F. & A.	Feb. '76 4				
Cleveland & Pittsburg <sup>50</sup>	11,236,150	F. M. A. N.	Feb. '76 1	Pacific of Missouri..... 100	3,835,750	quarterly	Jan. '75 1				
Columbus and Xenia <sup>50</sup>	1,788,800	M. J. S. D.	Mar. '76 2	Panama..... 100	7,000,000	quarterly	Jan. '76 3				
Colum. & Hocking Val <sup>100</sup>	2,500,000	F. & A.	Feb. '76 4	Patterson and Hudson <sup>100</sup>	632,000	J. & J.	Jan. '76 4				
Concord..... 100	1,500,000	M. & N.	Nov. '75 5	Patterson and Newark <sup>100</sup>	250,000	J. & J.	—				
Concord and Port <sup>100</sup>	850,000	J. & J.	Jan. '76 34	Patterson and Ramapo <sup>100</sup>	248,000	J. & J.	Jan. '76 4				
Conn. & Passump. div. 100	2,100,000	F. & A.	Feb. '76 3	Pemb. & Hightstown <sup>50</sup>	342,150	J. & J.	Jan. '75 3				
Connecticut River..... 100	2,100,000	J. & J.	Jan. '76 4	Pennsylvania..... 68,144,475	quarterly	—	—				
Cumberland Valley..... 50	1,292,950	A. & O.	Oct. '75 5	Peoria & Bureau Val. <sup>100</sup>	1,200,000	F. & A.	Aug. '75 4				
— " 1st pref. 50	241,900	A. & O.	Oct. '75 4	Philadelphia and Erie <sup>50</sup>	6,004,300	J. & J.	—				
— " 2d pref. 50	243,000	A. & O.	Oct. '75 4	— " pref. 50	2,400,000	J. & J.	July '74 4				
Danbury and Newfal <sup>50</sup>	600,000	— & —	—	Phil. Ger. & Norristown <sup>50</sup>	1,628,250	M. J. S. D.	Mar. '76 3				
Delaware..... 50	1,230,950	J. & J.	Jan. '76 34	Philadelphia & Reading <sup>50</sup>	32,725,775	quarterly	Jan. '76 24				
Del., Lackaw. & Westn. <sup>50</sup>	25,000,000	quarterly	Jan. '76 24	— " pref. 50	1,259,100	quarterly	Apr. '76 24				
Detroit & Milwaukee <sup>50</sup>	922,140	— & —	—	Phila. and Trenton <sup>100</sup>	1,259,100	quarterly	Apr. '76 24				
— " pref. 50	2,095,000	J. & D.	Dec. '69 7	Phila., Wtl. & Balt. <sup>50</sup>	11,538,250	J. & J.	Jan. '76 4				
Dubuque & Sioux City <sup>100</sup>	5,000,000	A. & O.	Apr. '76 3	Pittsb., Ft. W. & Ohl <sup>100</sup>	19,714,285	quarterly	Apr. '76 14				
East Pennsylvania <sup>100</sup>	1,809,200	J. & J.	Jan. '76 2	— " Special Imp. 100	2,000,000	quarterly	Apr. '76 14				
East Mahoning <sup>100</sup>	392,950	J. & J.	Jan. '76 2	Pittsfield & N. Adams..... 100	450,000	J. & J.	Jan. '76 3				
East Tenn., Va. & Ga. <sup>100</sup>	1,968,274	A. & O.	Apr. '76 3	Portland and Kennebec..... 100	616,700	J. & J.	Jan. '76 3				
Eastern (Mass.)..... 100	4,997,000	J. & J.	July '73 3	Yarmouth certificates..... 100	202,400	A. & O.	Apr. '75 3				
Eastern (N. H.)..... 100	1,922,500	F. & A.	Aug. '74 24	Portl., Saco & Portem..... 100	1,500,000	J. & J.	July '75 5				
Elmira, Jct. & Canand <sup>100</sup>	800,000	M. & N.	Nov. '75 24	Providence & Worcester..... 100	2,000,000	J. & J.	Jan. '76 4				
Elmira & Williamsport <sup>50</sup>	600,000	J. & J.	Jan. '76 34	Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6				
— " pref. 50	600,000	— & —	—	Rensselaer & Saratoga <sup>50</sup>	6,000,000	J. & J.	Jan. '76 4				
Erie Railway..... 100	78,000,000	— & —	—	Roch. & Genesee Val. <sup>100</sup>	555,200	— & —	—				
— " pref. 100	5,529,910	— & —	—	Rome, Watert. and Ogd <sup>100</sup>	2,998,900	J. & J.	July '75 5				
Erie and Pittsburg <sup>50</sup>	1,090,250	— & —	—	Rutland..... 100	2,479,700	— & —	—				
Fitchburg..... 100	4,000,000	J. and J.	Jan. '76 4	— " preferred..... 100	4,168,700	F. & A.	Feb. '75 34				
Georgia..... 100	4,230,000	A. and O.	Apr. '74 14	St. Croix and Penobscot..... 100	100,000	— & —	—				
Great Western (Ca.)..... 100	19,321,404	J. and J.	July '75 4	St. L., Alb. & T. Haute..... 100	2,800,000	— & —	—				
Hannibal & St. Joseph..... 100	4,151,700	F. & A.	Aug. '70 3	— " pref. 100	2,040,000	— & —	—				
— " pref. 100	5,075,224	Annual.	Aug. '70 7	St. L., 1. Mt. & South <sup>100</sup>	14,248,950	F. & A.	Feb. '74 3				
Hanover Branch, (Ca.)..... 50	116,850	M. & N.	May '75 5	St. L., Kan. C. & North..... 100	12,000,000	— & —	—				
Harlem Extension..... 50	4,000,000	J. & J.	Jan. '76 34	— " pref. 100	12,000,000	— & —	—				
Harrisburg & Lancaster <sup>50</sup>	1,182,500	J. & J.	Jan. '76 34	Saratoga and Schenec <sup>100</sup>	309,000	A. & O.	Apr. '75 34				
Houston, pref. <sup>100</sup>	1,180,000	— & —	—	Schuykill Valley <sup>50</sup>	576,050	J. & J.	Jan. '76 24				
Huntingdon & B'd Twp. <sup>50</sup>	830,000	J. & J.	Apr. '76 2	Seaboard and Roanoke..... 100	1,151,400	M. & N.	Nov. '75 4				
— " pref. 50	450,750	F. & A.	Feb. '76 4	Shamokin V. & Pottav <sup>50</sup>	869,450	F. & A.	Feb. '76 3				
Illinois Central..... 100	29,000,000	M. & S.	Sep. '74 4	Shore Line <sup>100</sup>	995,800	J. & J.	Jan. '76 4				
Indianapolis, Cin. & Laf. <sup>50</sup>	7,635,487	J. & J.	Jan. '76 24	South Branch (N. J.) <sup>100</sup>	438,800	J. & J.	Jan. '72 3				
Iowa Falls & Sioux City <sup>100</sup>	4,020,000	— & —	—	South Carolina..... 100	519,275	F. & A.	Feb. '72 1				
Jefferson, Ind. & Ind. <sup>100</sup>	2,000,000	quarterly	Feb. '76 1	Staten Island..... 100	600,000	J. & J.	July '67 4				
Joliet and Chicago <sup>100</sup>	1,500,000	quarterly	Oct. '75 14	Stockbridge and Pitts <sup>100</sup>	448,700	J. & J.	July '74 34				
Joliet & North Indiana <sup>100</sup>	300,000	J. & J.	July '76 2	Stony Brook <sup>100</sup>	267,300	M. & N.	Nov. '75 3				
Lake Shore & Mich. So. <sup>100</sup>	49,465,500	F. & A.	Feb. '76 2	Summit Branch <sup>100</sup>	4,138,000	F. & A.	Feb. '76 3				
— " (guar.)..... 100	835,500	— & —	—	Sussex (N. J.)..... 100	317,						



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic &amp; Pacific:</b>													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
<b>Central Pacific:</b>													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,993	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,351,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,264	1,366,984	1,798,468	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,200,000	16,891,019
1876.....	961,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,353	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,128,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,980	490,283	489,019	395,779	369,311	4,656,764
<b>Chicago and Northwestern:</b>													
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Mil. &amp; St. Paul:</b>													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	527,000	518,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,462,448
1874.....	379,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
<b>Erie:</b>													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,236,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,387,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
<b>Illinois Central:</b>													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,699,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
<b>Lake Shore &amp; Mich. South'n:</b>													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,831	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
<b>Marietta &amp; Cincinnati:</b>													
1875.....	152,805	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	167,256	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,294	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	518,567	548,669	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Mo., Kan. &amp; Texas:</b>													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,722	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	295,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
1876.....	315,795	293,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Philadelphia and Reading:</b>													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,331,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
<b>St. Louis, I. Mt. &amp; South'n:</b>													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	.....
<b>St. Louis, Kans. C. &amp; North'n:</b>													
1875.....	208,088	284,289	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	246,535	196,155	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Toledo, Wab. &amp; Western:</b>													
1871.....	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,656
1872.....</													

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	Interest.	When Pay- able.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	Interest.	When Pay- able.	Market Price.
National Securities, Mar. 1, 1876													
Loan of June 14, 1855.....registered	\$260,000	5	Jan. & July.	1874	121	1874		Massachusetts—(\$29,465,204):					
Loan of February 8, 1861.....registered	18,794,000	6	Jan. & July.	1880	122	1880		.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	111
.. coupon	4,621,000	6	Jan. & July.	1880	122	1880		.. Harbor Land Improvement bonds, 1874	400,000	5	Jan. & July.	1894	111
Oregon War Bonds of March 2, 1861.....coupon	946,000	6	Jan. & July.	1881	121	1881		.. Back Bay Land bonds, 1861 and 1862...	220,000	6	May & Nov.	1880	111
Loan of July 17, and Aug. 5, 1861.....registered	126,015,700	6	Jan. & July.	1881	121	1881		.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	75-'78	115
.. coupon	63,305,650	6	Jan. & July.	1881	122	1881		.. Union Defense Loan, 1862.....	50,000	6	June and Dec.	77-'78	115
Loan of Feb. 25, 1862 (5-20s).....registered	53,702,150	6	May & Nov.	1882	1882	1882		.. Coast Defense Loan, 1863.....	888,000	6	Jan. and July.	1883	111
.. coupon	21,297,850	6	May & Nov.	1882	1882	1882		.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	6	Jan. and July.	1884	111
Loan of March 3, 1863 (5-20s).....registered	33,702,150	6	Jan. & July.	1881	121	1881		.. War Fund Loan, 1869.....	999,944	6	Jan. and July.	1889	109
.. coupon	21,297,850	6	Jan. & July.	1881	122	1881		.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,922	6	Various.	88-'94	109
Loan of March 3, 1864 (5-20s).....registered	33,702,150	6	May & Nov.	1884	1884	1884		.. B. H. & Erie R. R. Loan	3,599,020	5	Jan. & July.	1900	109
.. coupon	21,297,850	6	May & Nov.	1884	1884	1884		Michigan—(\$1,664,000):					
Loan of June 30, 1864 (5-20s).....registered	33,702,150	6	May & Nov.	1884	1884	1884		.. Renewal Loan bonds, 1858.....	105,000	6	Jan. & July.	1878	103
.. coupon	21,297,850	6	May & Nov.	1884	1884	1884		.. Two Million Loan bonds, 1863.....	1,032,000	6	Jan. & July.	78-'83	107
Loan of March 3, 1865 (5-20s).....registered	33,702,150	6	Jan. & July.	1885	118	1885		.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	108
.. coupon	21,297,850	6	Jan. & July.	1885	119	1885		Minnesota—(\$2,755,000):					
.. 2d series (5-20s).....registered	116,878,900	6	Jan. & July.	1885	119	1885		.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-'79	104
.. coupon	59,686,100	6	Jan. & July.	1885	119	1885		.. State Buildings Loan, 1873, coupon	230,000	7	Jan. & July.	83-'03	104
.. 3d series (5-20s).....registered	142,977,600	6	Jan. & July.	1885	121	1885		.. Railroad Aid bonds, 1868, (repudiated).	2,275,000	7	Jan. & July.	83-'03	104
.. coupon	90,204,950	6	Jan. & July.	1885	121	1885		Missouri—(\$17,830,000):					
.. 4th series (5-20s).....registered	220,417,800	6	Jan. & July.	1885	123	1885		.. State Debt Proper, 1865 and 1868.....	439,000	6	Jan. & July.	81-'91	104
.. coupon	14,690,000	6	Jan. & July.	1885	123	1885		.. Consolidation bonds, 1868.....	2,727,000	6	Jan. & July.	81-'91	104
Loan of March 3, 1864 (5-20s).....registered	22,788,800	6	Mar. & Sept.	1904	118	1904		.. Funding Bonds, 1874.....	1,100,000	6	Jan. & July.	94-'95	104
.. coupon	14,690,000	6	Mar. & Sept.	1904	118	1904		.. Railroad Aid bonds, 1863-'66.....	15,808,000	6	Jan. & July.	79-'87	104
Consols of July 14, '70 & Jan. 20, '71 registered	221,395,800	5	F. M. A. & N.	1881	118	1881		.. State Institution bonds, 1872 to 1874.....	505,000	6	Jan. & July.	92-'94	103
.. coupon	281,662,650	5	F. M. A. & N.	1881	118	1881		Nevada—(\$100,000):					
Debt matured and without interest.....(var.)	18,182,080	3	Due	1875	120	1875		.. Bonds funding floating debt, 1871.....	100,000	10	Mar. & Sept.	1881	103
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Due	1875	120	1875		New Hampshire—(\$3,724,100):					
Certificates of Indebtedness 1870.....(cur.)	64,623,512	4	Due	1875	120	1875		.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	75-'78	102
Pacific R. R. Bonds (registered).....(currency)	408,988,392	6	Jan. & July.	98-'99	120	98	99	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-'89	104
United States Notes.....(currency)	46,120,132	6	Jan. & July.	98-'99	120	98	99	.. State bonds, 1873.....	500,000	6	Jan. & July.	79-'80	104
Fractional Currency.....cur.	46,120,132	6	Jan. & July.	98-'99	120	98	99	.. Equalization (Municipal) bonds, 1872...	2,206,100	6	Jan. & July.	92-'05	109
State Securities, latest dates.													
Alabama—(\$21,870,810):													
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	88-'92	32	88	92	.. War Loan (tax free) bonds, 1861.....	1,000,900	6	Jan. & July.	76-'84	108
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	Jan. & July.	96-'98	32	96	98	.. War Loan (tax free) bonds, 1863.....	900,900	6	Jan. & July.	86-'96	108
.. Bonds (new), 1874.....	341,000	7	Jan. & July.	1894	32	1894	32	.. War Loan bonds, 1864.....	593,400	6	Jan. & July.	97-'02	108
.. R. R. Loans (\$2,300,000) & endorsements.	15,051,000	8	Jan. & July.	98-'99	32	98	99	New York—(\$29,776,787):					
Arkansas—(\$12,733,986):								.. Bounty Loan bonds, coupon.....	1,057,000	7	Jan. & July.	87-'97	104
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	40	1899	40	.. Bounty Loan bonds, registered.....	13,855,000	7	Jan. & July.	87-'97	104
.. Levee bonds (warrants), 1871.....	1,460,000	7	Jan. & July.	1900	40	1900	40	.. State (Deficiency) Stock, '38, part at will	889,781	6	J. A. J. & O.	1877	114
.. Deficiency Bonds, 1872.....	300,000	7	Jan. & July.	1882	40	1882	40	.. Canal Stock (old).....	880,000	6	June & Dec.	1877	115
.. Bonds (for \$2,500,000), 1875.....	300,000	7	Jan. & July.	1882	40	1882	40	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	115
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	15	1900	15	.. Canal Stock, 1873.....	847,500	6	Jan. & July.	1883	120
California—(\$3,396,500):								.. Canal Stock, 1873.....	4,302,600	6	Jan. & July.	1891	120
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	77-'80	115	77	80	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	120
.. Relief Fund bonds, 1863.....	95,500	7	Jan. & July.	1883	115	1883	115	North Carolina—(\$25,419,045):					
.. State Capitol bonds, 1870 to 1872.....	500,000	7	Jan. & July.	1885	115	1885	115	.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	75-'98	17
.. Funding bonds, 1875.....	2,301,000	6	Jan. & July.	1893	115	1893	115	.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	75-'98	17
Connecticut—(\$5,014,000):								.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	75-'98	8
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	106	1881	106	.. Railroad and Improvement (new) bonds	1,895,000	6	April & Oct.	75-'98	8
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	Jan. & July.	83-'84	106	83	84	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	11
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	106	1894	106	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	94
.. War Loan bonds (20 yrs), tax free, 1868.	1,741,100	6	April & Oct.	1885	106	1885	106	.. Special Tax bonds.....	11,407,000	6	April & Oct.	98-'99	24
Delaware—(\$1,231,000):								Ohio—(\$7,988,205):					
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	106	1885	106	.. Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.	1875	103
District of Columbia—(\$12,790,000):								.. Loan (sinking fund), 1860.....	4,072,840	6	Jan. & July.	1881	165
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	106	1892	106	.. Loan (sinking fund), 1866.....	2,400,000	6	Jan. & July.	1886	108
.. Improvement (cur.) bonds, 1875.....	790,000	7	Jan. & July.	1893	106	1893	106	Oregon—(\$246,027):					
.. Funding bonds, 1874, (guar. by U. S.)...	10,594,560	3.5	Feb. & Aug.	1924	71	1924	71	.. Bounty and Relief bonds.....	4,027	7	Jan. & July.	75-'84	103
Florida—(\$6,431,767):								.. Willamette Canal and Lock bonds, 1870	200,000	7	Jan. & July.	1890	103
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	106	1891	106	Pennsylvania—(\$24,568,636):					
.. Consolidated (gold) bonds of 1873.....	809,200	6	Jan. & July.	1903	106	1903	106	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
.. Loan (J.P. & Mob. R.R.) gold bonds, 1870	4,000,000	8	Jan. & July.	1900	106	1900	106	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	101
Georgia—(\$19,822,900):								.. Loans, May '62 & Apr. '62, reg. & coup.	3,540,500	5	Feb. & Aug.	77-'78	103
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	78-'80	95	78	80	.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	Jan. & July.	1877	103
.. Bonds, act March 12, 1868.....	3,600,000	7	Jan. & July.	1885	107	1885	107	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,800	6	Jan. & July.	1882	113
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1880	107	1880	107	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,850	6	Jan. & July.	72-'82	103
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1880	107	1880	107	.. Agricultural College Land Scrip, 1872...	500,000	6	April & Oct.	1875	103
.. Bonds (funding), 1873.....	1,200,000	8	Jan. & July.	76-'80	107	76	80	Rhode Island—(\$2,638,000):					
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1880	107	1880	107	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	106
.. Railroad													



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	115
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1891	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115 1/4	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	112	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	104 1/2	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan	933,000	6	"	"	1895	....	1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	23 1/2
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	25
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	101	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	100	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	102 1/2
1st M., E. E. R., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	100	Boston and Maine:						
Funding Income Bonds (guar.)	5,000,000	7*	"	"	1894	57	Bonds of 1893 (coup. and reg.)..	3,260,500	7	Jan. and July.	Boston.	'93-'94	109
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	109 1/2
Androscoggin:							Boston and Providence:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
Arkansas Central (narrow gauge):							Brunswick and Albany:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1906	....
Ashabula, Youngstown & Pitts.:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Atchison, Topeka and Santa Fe:							Buffalo and Erie:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	82	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
Land Grant Mortgage (gold)....	3,376,500	7*	April & Oct.	Boston.	1900	76	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	47 1/2	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1895	108
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bos.	1903	100	Buffalo and Jamestown:						
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	100	1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
Atlanta and Richmond Air Line:							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	80	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	84
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage.....	2,295,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,785,000	7*	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, atg., skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	50
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,981,050	7	April & Oct.	N. Y. & Bos.	1898	108 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000....		7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,500	8	April & Oct.	N. Y. & Bos.	1879	106
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	318,500	8	Jan. & July.	"	1894	106 1/2
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	413,500	8	"	"	1889	....
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	102 1/2
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	90
2d Mortgage for \$3,000,000 (gold)	2,016,500	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61 1/2	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1900	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	"	1878	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1883	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Bald Eagle Valley:							First Income Bonds.....	1,000,000	10*	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,600,000	6*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	101 1/2
Loan of 1850-50.....	579,500	6	Jan. & July.	Baltimore.	1880	103 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1899	100
Loan of 1853-55.....	1,710,000	6	April & Oct.	"	1885	106 1/2	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	106
Loan of 1856-90 (Balt.) skg. fd.	3,253,028	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (£282,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-96 (etg.) skg. fund.	3,318,956	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (etg.) S. F....	9,198,852	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
Loan of 1874-1910 (etg.) S. F....	9,576,000	6*	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	104 1/2
3d Mort. (N. W. Va. R.R.) ass'd	140,000	6	Jan. & July.	Baltimore.	1885	100	Camden and Burlington County:						
Baltimore and Potomac:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	96
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Canada Southern:						
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	1st Mort. (skg. fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	70
Bangor and Piscataquis:							Cape Girardeau and State Line:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....							

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	568,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000 p.m.	682,000	7	"	"	1894	94	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1916	94	Chicago and Milwaukee Railway:	1,700,000	7	Jan. & July.	New York.	1898	102
Central Branch Union Pacific:	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mort., guar. by C. and N.W.	477,000	8	March & Sept.	Boston.	1889	....
2d Mortgage Governm't security.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	7,500,000	8	Jan. & July.	"	1890	....
Central of Georgia:	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,850,000	8	May & Nov.	"	1891	....
General Mort. for \$5,000,000....	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch)...	1,325,000	8	March & Sept.	"	1892	....
Macon & West (Atlanta D.) b'ds	3,700,000	7*	Jan. & July.	New York.	1899	....	Chicago, Milwaukee and St. Paul:	5,748,000	7	Jan. & July.	New York.	1893	....
Central of Iowa:	925,000	7*	April & Oct.	"	1901	....	1st Mort. (Mil. and St. Paul R'y)	1,191,000	7	April & Oct.	"	1884	98
1st Mortgage, gold, \$16,000 p.m.	1,275,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " )	2,500,000	7	Jan. & July.	"	1894	98
2d Mortgage, gold, \$4,000 p.m.	4,770,000	7	May & Nov.	New York.	1902	109	1st Mort. (Chic. and Mil. Div.)	781,500	8	May & Nov.	"	1874	....
Central of L. I. (Flush., N.C. & C.)	5,000,000	7	Feb. & Aug.	"	1890	114	1st Mort. (East. Div. Palmer)	3,810,000	7	Jan. & July.	"	1897	94
1st Mortgage	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Minnesota Central)	190,000	7	"	"	1894	....
Central of New Jersey:	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (St. Paul Division)	4,000,000	7	"	"	1902	101
Convertible bonds of 1872....	9,063,900	7	"	New York.	1899	112	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	"	"	1899	97
1st Mort. (New) for \$5,000,000....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	116
Newark Branch Bonds....	1,483,000	7*	"	"	1883	103	2d Mort. ( " )	1,316,000	7.3	"	"	1898	98
Newark Branch Bonds....	1,500,000	7*	"	"	1884	112	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1892	84
Loan of Loh. C. & Nav. Co. (san'd)	2,735,000	6*	"	"	1883	96	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
Consol. Mort. for \$25,000,000....	7,291,000	6*	"	"	1889	96	Real Estate Purchase.....	148,500	7	"	"	1883	....
Central Ohio (B. and O.)	600,000	6*	"	"	1890	98	Equipment and Bridge Bonds....	246,000	10	June & Dec.	"	1883	....
1st Mortgage guaranteed.....	6,090,000	6*	"	"	1890	99	Consol. Mort. for \$35,000,000....	1,039,000	7	Jan. & July.	"	1904	68
Central Pacific of California:	9,049,000	6*	Jan. & July.	New York.	96-99	107	Chicago and Northwestern:	1,238,700	7	Feb. & Aug.	New York.	1885	107
1st Mort., 30 years bonds, (gold).	1,483,000	7*	"	"	1883	103	Preferred sinking fund (193 m.)	3,578,000	7	"	"	1885	108
Convertible 30 years bonds, gold	1,500,000	7*	"	"	1884	112	General 1st Mortgage (193 m.)	740,300	7	May & Nov.	"	1883	106
State Aid B'ds (Int. by State) gold	25,885,000	6*	"	"	1883	96	Funded coupons (193 m.)	146,000	7	Feb. & Aug.	"	1885	90
2d Mort. (Governm't Subsidy)	2,735,000	6*	"	"	1889	96	Appleton Ext. (23 m. & 76,000 ac.)	285,000	7	"	"	1885	90
1st Mort. (Western Pacific) gold	7,291,000	6*	"	"	1888	96	Green Bay Ext. (26m & 76,000 a.)	1,692,000	7	"	"	1882	105
1st Mort. (Calif. & Oregon) gold	600,000	6*	"	"	1890	98	1st Mort. (Gal. & Chi. U.) 248 m.	122,000	6	Jan. & July.	"	1878	....
1st Mort. (S. Fr., Okla. & Ala.)	6,090,000	6*	April & Oct.	"	1900	98	Elgin and State Line.....	186,000	7	"	"	1884	....
1st Mort. (San Joaquin V.D.) gold	9,049,000	6*	"	"	1900	99	Mississippi River Bridge	328,000	7	March & Sept.	"	1898	102
Land bonds (Cen. Pac. Co.) gold	3,000,000	7	May & Nov.	Boston.	1886	15	Consol. s.k.f. fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	102
Central Vermont:	1,500,000	7	June & Dec.	"	1891	4	General Consol. Gold Bonds	9,758,000	7*	June & Dec.	"	1902	91
1st Mort., Consol. (Vt. Central).	500,000	7	Jan. & July.	"	1887	48	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
2d Mort., Consol. ( " )	1,008,600	8	May & Nov.	"	1902	50	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Income and Extension Bonds....	1,000,000	8	"	"	1889	60	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	60	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	102
Equipment Mort. ( " )	1,000,000	8	Jan. & July.	"	1891	58	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
Bonds, guar. (Vt. and Canada)	500,000	7	"	"	1891	39	Chicago, Portage and Superior:	25,000	7	June & Dec.	New York.	1902	....
Missisquoi R.R. ( " )	3,000,000	6	March & Sept.	"	1904	....	1st M.s.f. (Chic. & N. Pac. Air-L)	2,500,000	7*	June & Dec.	New York.	1902	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:	1,000,000	8	April & Oct.	New York.	1901	....
Christie and Savannah:	157,400	7	"	"	1889	....	1st Mortgage for \$3,000,000....	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mortgage guar. by State....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago and Paducah (C. B. & Q.)	700,000	8	Feb. & Aug.	New York.	1901	....
Funded Interest on 1st Mort....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chic. & Southwestern (C.B. & Q.)	9,000,000	7	Jan. & July.	New York.	1896	109
Charleston, Columbia & Augusta:	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage for \$10,000 p.m. m.le	1,000,000	7*	June & Dec.	"	1901	....
1st Mortgage	75,000	7	Jan. & July.	"	1888	....	Chicago, Rock Island and Pacific:	5,000,000	7*	May & Nov.	New York.	1889	....
Charters:	300,000	7	June & Dec.	New York.	1899	....	Chic. & Southwestern (C.B. & Q.)	1,000,000	7*	June & Dec.	"	1901	....
1st Mort., guar. by Penna....	15,000,000	6*	May & Nov.	New York.	1899	35	1st Mort. gold, s.k.f. fund, guar....	600,000	7*	April & Oct.	New York.	1900	....
Cheraw and Darlington:	4,758,000	7*	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st Mortgage dated Jan. 1, 1871.	100,000	6	"	"	1880	....	Chicago, Wisconsin & Canada:	1,000,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage dated Jan. 1, 1869.	918,000	6	"	"	1884	....	1st Mort. gold, s.k.f. fd for \$410,000	600,000	7*	Jan. & July.	New York.	1902	....
Cherry Valley, Sharon and Alb.:	300,000	8	"	"	1876	....	1st Mortgage (Mad. & Portage) g'd	1,000,000	7*	April & Oct.	New York.	1900	....
1st Mort. con. guar. by A. & S. Co.	160,500	8	"	"	1877	....	1st Mortgage (gold) for \$5,000,000	600,000	7*	Jan. & July.	"	1902	....
Cheapeake and Ohio:	773,800	6	Jan. & July.	Boston.	77-80	96	Chillicothe and Brunswick:	500,000	8	Jan. & July.	New York.	1894	....
1st M. (gold) s.k.f. fd for \$15,000,000	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mort., guar. by St. L., K.C. & N.	322,000	7	Jan. & July.	Baltimore.	1900	100
1st Mort. Extension (con. or reg)	100,000	6	Jan. & July.	"	1903	....	Cincinnati, and Baltimore:	1,250,000	7	May & Nov.	New York.	1880	....
1st Mort. (Va. Cen.) guar. by Va.	918,000	6	"	"	1884	....	Cincinnati, Hamilton and Dayton:	500,000	7	Jan. & July.	"	1885	....
2d Mort. ( " ) coupon....	300,000	8	"	"	1876	....	1st Mortgage of 1863....	500,000	8	June & Dec.	"	1877	....
Income ( " ) coupon....	160,500	8	"	"	1877	....	2d Mortgage of 1865....	500,000	8	June & Dec.	"	1877	....
Funded Interest, coupon....	77,000	7	May & Nov.	New York.	1877	107	3d Mortgage of 1867....	500,000	8	June & Dec.	"	1877	....
Cheshire:	2,383,000	7	Jan. & July.	"	1893	113	Cincinnati, Ham. & Ind. (C. H. & D.)	1,846,000	7	Jan. and July.	New York.	1903	....
Chester Creek (Phil. & Balt. Cent.)	1,087,000	7	April & Oct.	"	1883	106	1st Mort., guar. for \$2,500,000....	1,120,000	7*	March & Sept.	New York.	1901	54
1st Mort., guar. by P. W. & B.	2,919,000	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage....	471,000	7*	June & Dec.	"	1914	....
Chester and Tamaroa:	564,000	7	April & Oct.	New York.	1894	105	Cincinnati and Martinsville:	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mortgage	188,000	7	Jan. & July.	"	1898	....	1st Mort., guar. by I. C. & La. F.	1,500,000	7	Jan. and July.	New York.	1901	....
Charters:	4,300,000	7	Feb. & Aug.	"	1900	97	Cincinnati & Muskingum Valley:	500,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Louisiana and Mo.)	2,589,000	8	Jan. & July.	New York.	1883	114	1st Mortgage	65,000	7	"	"	1889	....
Chicago, Burlington and Quincy:	156,000	8	"	"	1883	....	Cinc. Rich. & Ft. Wayne (G.R. & I.)	1,800,000	7*	June & Dec.	New York.	1921	....
Trust Mortgage s.k.f. fund....	880,000	7	April & Oct.	"	1890	....	1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	71
Trust Mortgage, s.k.f. fund conv.	3,648,675	7	Jan. & July.	Boston.	1896	108	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
Trust Mortgage (Burl. to Peoria)	462,000	5	June & Dec.	"	1895	88	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80
Loan of 1872....	10,330,500	7	"	"	1903	110	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York.	1901	....
Bonds of 1875, Sinking Fund....	654,000	8	"	"	1878	104	Cincinnati and Springfield:	2,000,000	7	April & Oct.	New York.	1901	....
Consol. Mortgage for \$30,000,000	503,500	8	May & Nov.	"	1879	106	2d Mortgage	688,255	7	Jan. and July.	"	1902	....



Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.....	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	94 1/2
4th (now 3d) Mortgage guar. bonds.....	1,096,000	6	" " "	" " "	1892	104	Detroit, Eel River and Illinois:						
Consol. sinking fund guar. bonds.....	1,487,000	7	May & Nov.	" " "	1900	110 1/2	1st Mortgage for \$22,000 p.m. ....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev. Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by LS & MS.).....	1,000,000	7	Jan. & July.	New York.	1880	108	1st Mort. \$16,000 p. m. guar. ....	1,170,000	8	June & Dec.	" " "	1890	....
3d Mortgage ( " " ).....	1,000,000	7	April & Oct.	" " "	1892	108	2d Mortgage, (coupon) guar. ....	300,000	8	Jan. & July.	" " "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by LS & MS.).....	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1898	....
2d Mortgage ( " " ).....	860,000	7	April & Oct.	" " "	1886	108	1st Mortgage (on Branches).....	575,000	8	June & Dec.	" " "	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" " "	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Tonia and Lansing).....	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. ( " " ).....	81,000	8	May & Nov.	" " "	1880	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	84	2d Mortgage ( " " ).....	1,000,000	8	" " "	" " "	1875	....
2d Mortgage skg fund.....	5,832,400	7	Feb. & Aug.	" " "	1909	17 1/2	1st Funded Coup. (D. & M.R.'y).....	625,924	7	Jan. & July.	" " "	1875	....
Income convertible.....	3,893,000	7	" " "	" " "	1890	....	2d Funded Coup. ( " " ).....	375,784	7	May & Nov.	" " "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" " "	'93-'95	88	1st Mort. (Detr. & Pontiac R.R.).....	150,000	7	April & Oct.	" " "	1878	....
2d Mort. ( " " ).....	344,400	7	Jan. & July.	" " "	" " "	....	2d Mort. ( " " ).....	100,000	7	Jan. & July.	" " "	1878	....
1st Mort. (Cin. and Chl. Air-L.).....	194,100	7	Feb. & Aug.	" " "	1880	....	3d Mort. ( " " ).....	250,000	8	Feb. & Aug.	" " "	1886	....
1st M., a.f. ( " " ).....	39,650	7	May & Nov.	" " "	1893	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" " "	1886	....
1st Mort. (Col. and Ind. Cent.).....	2,632,000	7	Jan. & July.	" " "	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" " "	1886	....
2d Mort. ( " " ).....	821,000	10	May & Nov.	" " "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" " "	1883	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	101 1/2
2d Mortgage (Ind. Central).....	668,500	7	" " "	" " "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logan & Bur.).....	554,500	7	Feb. & Aug.	" " "	1884	....	1st Mort. guar. by C. B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income ( " " ).....	74,024	7	" " "	" " "	" " "	....	Dubque and Sioux City:						
1st Mort. (Union & Logansport)	816,000	7	April & Oct.	" " "	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubque Southwestern:						
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	75,500	7	Jan. & July.	" " "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.:						
1st M. on Branch (2d on main)	300,000	7	Jan. & July.	" " "	1880	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" " "	" " "	1892	....	1st Mortgage Jan. 1, 1868.....	1,600,000	7	Jan. & July.	New York.	1908	....
Columbus and Xenia:							East Alabama and Cincinnati:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
Connecticut and Passumpsic Riv.:							East Brandywine & Waynesboro:						
New Mortgage for \$1,500,000.....	876,500	7	April & Oct.	Boston.	1893	95	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mortgage sinking fund.....	288,500	6	June & Dec.	" " "	1876	....	East Pennsylvania (Ph. & Rdg.):						
Coupon Notes.....	607,500	7	" " "	" " "	'76-'81	97 1/2	1st Mortgage, guaranteed.....	498,900	7	March & Sept.	Philadelphia.	1888	103
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	" " "	1876	90	East Tennessee, Virginia & Ga.:						
Connecticut River:							1st Mort. skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	2d Mortgage.....	190,000	4	" " "	" " "	'82-'87	....
Connecticut Valley:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" " "	1885	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" " "	1886	....
Connecticut Western:							Company Bonds (E.T. & Ga., old)	635,000	6	" " "	" " "	'80-'86	....
1st Mortgage tax free.....	2,074,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds ( " new)	138,400	6	" " "	" " "	1876	....
Connecting (Philadelphia):							Eastern (Mass.):						
1st Mort. ABCD & \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4.	97 1/2	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Cooperstown and Susq. Valley:							Loan of 1867.....	160,000	6	April & Oct.	" " "	1885	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1867.....	959,000	7	March & Sept.	" " "	1887	50 1/2
Cowanesque Valley:							Loan of 1868.....	1,000,000	6	March & Sept.	" " "	'88-'89	....
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1869.....	600,000	6	May & Nov.	" " "	1889	....
2d Mortgage.....	160,000	7	May & Nov.	" " "	1882	....	Ten year coupon notes.....	1,163,000	7	" " "	" " "	1892	53
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes.....	2,513,500	7	" " "	" " "	'83-'84	63
1st Mortgage, gold.....	808,500	6	March & Sept.	New York.	1891	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	" " "	1884	62 1/2
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" " "	1888	....	Steeling Sink. Fd. Bonds.....	2,875,048	6	March & Sept.	London.	1893	....
Cumberland Valley:							Eastern Shore (Md.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage.....	109,500	8	" " "	" " "	1908	....	2d Mortgage.....	200,000	6	April & Oct.	" " "	1886	....
Plain bonds.....	81,800	6	" " "	" " "	1884	....	Elizabethtown and Paducah:						
Danbury and Norwalk:							1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1870.....	200,000	7	" " "	" " "	1890	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
Mortgage Bonds of 1872.....	200,000	7	" " "	" " "	1892	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" " "	2862	65
Danv., Hazleton & Wilkesbarre:							Erie Railway:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	111
2d Mortgage.....	309,000	7	" " "	" " "	1885	....	2d Mortgage.....	2,174,000	7	March & Sept.	" " "	1879	102 1/2
Danv., Urb., Bloom'gton & Pekin:							3d Mortgage.....	4,852,000	7	" " "	" " "	1883	102
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" " "	1880	105 1/2
Davenport and St. Paul:							5th Mortgage convertible.....	709,500	7	June and Dec.	" " "	1888	106 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	Buffalo Branch, 1st mortgage.....	182,000	7	Jan. & July.	" " "	1891	....
Dayton and Michigan (C.H. & D.):							Sterling loan (£1,000,000) conv.	4,580,000	6	March & Sept.	London.	1875	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	1st Consol Mort. for \$30,000,000.	12,076,000	7	" " "	N.Y. & London.	1920	....
2d Mortgage, guar.....	441,000	7	March & Sept.	" " "	1884	....	2d Consol Mort. for \$40,000,000.	14,400,000	7	June and Dec.	London.	1884	....
3d Mortgage, guar.....	356,000	7	April & Oct.	" " "	1888	....	Convertible bonds.....	10,000,000	7	J. A. J. and O.	London.	1903	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" " "	'86-'94	....	Erie and Pittsburg (Penn.):						
Dayton and Union:							1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" " "	1890	....
2d Mortgage.....	185,000	7	June & Dec.	" " "	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" " "	1898	....
Income Bonds.....	252,445	6	" " "	" " "	1879	....	Equipment Mortgage.....	760,000	7	April & Oct.	" " "	1890	....
Dayton and Western (L. M. R.R.):							European & N. American (Me.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage ( " " ).....	495,000	8 1/2	Jan. & July.	" " "	1905	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	" " "	1899	....
Decatur, Sullivan and Mattoon:							New Mortgage for \$6,000,000.....						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Evansville and Crawfordsville:						
Delaware (P. W. and Balt.):							1st Mortgage (51 miles) skg. fund	802,000	7	Jan. & July.	New York.	1887	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1885	....	1st Mortgage (109 m. ).....	636,000	7	May & Nov.	" " "	1887	....
1st Mortgage extension.....	100,000	6	" " "	" " "	1880	....	1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" " "	1880	....
Delaware State Loan.....	170,000	6	" " "	" " "	1876	....	Evansville, Terre Haute & Chi.:						
Delaware, Lackawann. & Western:							1st Mortgage, gold.....	775,000	7	May & Nov.	New York.	1900	....
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	116	Fall River, Warren & Prov. (B.&P.):						
Convertible Bonds.....	2,800,000	7	June & Dec.	" " "	1892	113	1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" " "	1880	....	Fitchburg:						
1st M. Ext. ( " " ).....	400,000	7	March & Sept.	" " "	1885	....	Bonds of 1874 for \$4,000,000....	500,000	7	April & Oct.	Boston.	1894	112
2d M. Ext. ( " " ).....	200,000	7	May & Nov.	" " "	1890	....	Flint and Pere Marquette:						
Denver & Boulder Val. (Den. Pac):							1st Mort. Land Gr. (3d series)...	2,210,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	550,000	7	May & Nov.	Kansas City.	1900	....	Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	" " "	1888	....
Denver Pacific:							1st Mort. (Bay C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
1st Mortgage gold, land grant...	2,493,000	7	May & Nov.	New York.	1899	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Denver & Rio Grande (3 ft. gauge):							1st Mort. skg. fd. (H. & W. Mon.)	1,000,000	8	Jan. & July.	" " "	1901	....
1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N.Y. L. & Ama.	1900	60	Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	" " "	1902	....
Des Moines and Ft. Dodge:							Construction Loan.....	280,408	8	Jan. & July.	" " "	1876	....
1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.	19								

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida:</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	106½
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Flushing and N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,375,000	7	April & Oct.	"	1895	60
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1897	....	General Mortgage for \$15,000,000	2,500,000	6*	"	"	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	"	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnstown &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	100½
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1891	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	35½
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
<b>Framingham and Lowell:</b>							2d Mortgage.....	1,500,000	8	"	"	1890	11½
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	<b>Indianapolis and Madison:</b>						
2d Mortgage.....	150,000	8	"	"	1893	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
<b>Frederick and Pennsylvania Line:</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
<b>Fremont, Elkhorn &amp; Mo. (S.O. &amp; P.):</b>							2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	<b>International and Gt. Northern:</b>						
<b>Galena &amp; Ohio Union (C. &amp; N. W.):</b>							1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	63
2d Mortgage.....	1,992,000	7	Feb. & Aug.	New York.	1882	105	Convertible B'ds.....	1,475,000	8	Feb. & Aug.	"	1892	....
<b>Galv. Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	68
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80½	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Georgia (and Banking):</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Company bonds (debentures).....	664,500	7	Jan. & July.	Augusta	'75-'90	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'88	....
<b>Hilman, Orlin &amp; Springfield:</b>							Equipment Bonds, registered....	376,000	10	"	"	1883	86½
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
<b>Goshen and Deckertown (Erie):</b>							2d Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	'77-'82	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	<b>Indianapolis and St. Louis:</b>						
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
<b>Grand River Valley (Mich. C.):</b>							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	81
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94½	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
<b>Grand Trunk (Can.):</b>							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Postal & Military B'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
1st Preference Bonds \$3,218,148	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81½
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	<b>Ironton (Penn.):</b>						
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Provincial Debenture \$3,111,500	15,557,500	"	"	Ottawa.	"	....	<b>Ithaca and Athens (Penn.):</b>						
<b>Great Western of Canada:</b>							1st Mortgage gold, sfg fund....	600,000	7*	Jan. & July.	New York.	1890	102½
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
Mortgage Bonds \$547,000.....	2,735,000	5½	April & Oct.	"	'77-'78	....	1st Mortgage guar.....	1,517,000	8	Jan. & July.	New York.	1885	93½
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Debenture Bonds \$1,743,160.....	8,715,800	6	Jan. & July.	"	Perp.	....	1st Mortgage guar.....	188,000	8	March & Sept.	"	1878	....
<b>Great Western Railway of 1859:</b>							Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78½
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	91½	<b>Jacksonville, North West &amp; S. East:</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	69½	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
<b>Green Bay and Minnesota:</b>							<b>Jacksonville, Pensac. and Mobile:</b>						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Greenville and Columbia:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	<b>Jamestown &amp; Frank. (L.S. &amp; M. So.):</b>						
1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....	1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
<b>Greenwich and Johnsonville:</b>							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	<b>Jefferson (Erie):</b>						
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	71
1st Mortgage (Construction).....	1,886,000	7*	Jan. & July.	"	1902	....	2d Mort. ( " ).....	84,000	7	"	"	1889	....
<b>Hannibal and Naples (T.W. &amp; W.):</b>							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1899	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	<b>Jeffersonville, Madison &amp; Indian:</b>						
2d Mortgage.....	325,000	7	Jan. & July.	"	1890	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
<b>Hannibal &amp; Cent. Mo. (T.W. &amp; W.):</b>							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	86	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	250,000	7	"	"	1892	75	<b>Jersey City and Albany:</b>						
<b>Hannibal and St. Joseph:</b>							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	104	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	"	"	'87-'93	104	<b>Joliet and Chicago (C. &amp; Alton):</b>						
Fifteen years' bonds (277 m.)....	3,798,000	8	March & Sept.	"	1885	80	1st Mortgage sfg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	<b>Junction, Philadelphia:</b>						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92½	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	100
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
<b>Harlem Extension:</b>							<b>Junction and Breakwater:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harrisburg &amp; Lancaster:</b>							<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mortgage, guar. by Pa. R.R....	700,000	6	Jan. & July.	Philadelphia.	1883	102½	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
<b>Hartford, Providence and Fishkill:</b>							<b>Kalamazoo and Schoolcraft:</b>						
1st Mort. (R. I. 26.32 m.) sfg fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
1st Mort. (Conn. 96.04 m.) sfg f.d.	1,574,500	7	"	Hartford.	1876	....	<b>Kalamazoo, &amp; S. Haven (M. Cen.):</b>						
<b>Holly, Wayne &amp; Monroe (F. &amp; P.M.):</b>							1st Mortgage guar. by lessees....	710,000	8	May & Nov.	New York.	1889	....
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	2d Mortgage.....	70,000	8	"	"	1889	....
<b>Holyoke and Westfield:</b>							<b>Kalamazoo &amp; White Pigeon:</b>						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	83½
<b>Houston:</b>							<b>Kansas City and Cameron:</b>						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bos.	1877	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	92½
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	<b>Kan. City, St. Jo. &amp; Coun. Bluffs:</b>						
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bos.	1889	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bos.	1880	....
Equipment Bonds.....	150,000	7	"	Bridgeport.	1883	....	2d Mort. ( " ).....	150,000	10	"	"	1875	....
<b>Houston and Texas Central:</b>							1st Mort. (St. Jo. & C.B. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	....
1st Mortgage L.G. sfg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....	1st Mort. (Mo. Valley 180 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mortgage (Western Div.)....	2,500,000	7*	"	"	1903	....	1st Mort. ( " ) gld	1,000,000	7*	"	"	1893	....
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"	1912	....	Consolidated Mort. (260 m.) conv.	887,000	8	March & Sept.	"	1890	....



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3.07,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-78	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)..	176,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	80-86	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	95
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1896	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)...	383,000	6	April & Oct.	Louisville.	1893	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							<b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m..	2,975,000	7*	Jan. & July.	New York.	1892	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							<b>Macon and Augusta:</b>						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
<b>Lake Erie and Louisville:</b>							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
<b>Lake Ontario Shore:</b>							<b>Madison and Portage:</b>						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Maine Central:</b>						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	923,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F., Regis'd'd.	6,118,000	7	J. A. J. & O.	"	1900	105	\$1,110,000 Loan, tax free.....	755,900	6	Jan. & July.	"	1893	91
Consol. Mort., S. F., Coupon....	8,471,000	7	Jan. & July.	"	1900	104	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,529,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1882 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1889	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	106	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1895	....
3d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	106	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	109	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. ( " ) " " " "	2,692,000	7	"	"	1877	104	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	<b>Manchester &amp; Framing. (B.C. &amp; F.):</b>						
2d Mort. ( " ) " " " "	849,000	7	April & Oct.	"	1886	106	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " ) " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " ) " " " "	2,850,000	7	April & Oct.	"	1898	109	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	97
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	75
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1905	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hoek. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " ) " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-98	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1879	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
<b>Lawrence (P. Ft. W. &amp; Chi.):</b>							<b>Massillon &amp; Clev. (C.M. V. &amp; D.):</b>						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:							<b>Memphis and Charleston:</b>						
1st Mort. skg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19	1st Mortgage, Convertible.....	1,233,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,814,142	6	"	"	73-78	....
<b>Lehigh and Lackawanna:</b>							Income Bonds.....	600,000	10	March & Sept.	"	....	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	<b>Memphis and Little Rock:</b>						
<b>Lehigh Valley:</b>							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage ( " ) reg.....	5,000,000	6	"	"	1898	107	<b>Michigan Air Line (Mich. Cent.):</b>						
2d Mortgage for \$5,000,000.....	6,000,000	7	March & Sept.	"	1910	111	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	101	<b>Michigan Central:</b>						
General Mort., registered.....	5,000,000	6*	"	"	1922	100	1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
<b>Lewisb. Centre &amp; Spruce C. (P. &amp; E.):</b>							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	114
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	108

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	8,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,612,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Onachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,940,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.....	680,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	'81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.....	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	105
Mississippi Valley and Western:							Bonds for debts assum'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	105
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stg ("")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks ("")	592,000	6	"	"	1883	102
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ("")	162,000	6	"	"	1883	102
Missouri, Kansas and Texas:							Bonds of 1864 renewed ("")	2,431,000	6	June & Dec.	"	1887	106
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.:	1,794,000	7	"	"	1885	103
1st Mort. (Tebos & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,900	7*	Feb. & Aug.	"	1904	61	1st Mort., coup. } for \$80,000,000	3,904,000	7	Jan. & July.	"	1903	123
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	120
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000						
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Mobile and Girard.							Consol. Mort. of 1872, coupon.	6,822,000	7	May & Nov.	"	1900	120
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg. }						
2d Mortgage.....	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Plain bonds.....	38,500	8	"	Savannah.	1887	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.....	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mo. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	"	'76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br'd)	63,000	8	May & Nov.	Mobile.	1883	....	3d Mort., Equipment.....	3,800,000	7	"	"	....	....
2d Mortgage.....	1,453,558	8	March.	"	1877	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Convertible 3 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.....	780,000	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Income Mortgage.....	888,400	7	"	"	....	....	General Mort. for \$1,000,000.....	337,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Esauola:							2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	118	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	110	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	93
Convertible bonds.....	354,900	7	Jan. & July.	"	1900	104	North Pennsylvania:						
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1886	104
Gen'l M. (1st on Bounton Br. gr.)	4,821,000	7	April & Oct.	"	1901	110	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	104
Special Mortgage.....	1,029,000	7	"	"	....	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	106
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	109	General Mortgage.....	436,500	7	Jan. & July.	"	1903	105
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N. S. & Cent):						
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	'74-'88	82	1st Mortgage.....	153,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.....	8,800,000	7	"	"	1913	....	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore.	1885	102
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	70
Newark & New York (C. of N. J.):							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	101
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Stralville:							Consol. General Mort. S. F.....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	860,000	7*	May & Nov.	New York.	1889	102	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northern Pacific:						
New Issue for \$360,000.....	400,000	7	"	"	1894	106	1st Mort. on R. R. & lands gold..	30,087,600	7.3*	Jan. & July.	New York.	1900	18
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	3d Mort., assumed by R. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
New H. Middle'n & Willman:							Northwestern Union (C. & N. W.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
2d Mortgage.....	2,000,000	7	"	"	1881	....	Norwich & Worcester (B. H. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd..	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Construction Bonds.....	150,000	7	"	"	1877	....
Convertible bonds, tax free.....	750,000												



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1878	102	Mortgage Loan, convertible ....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds .....	32,000	5	"	"	1884	99	Loan of 1886 .....	161,000	6	April & Oct.	"	1876	
Plain Bonds .....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1887 .....	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000 .....	1,692,000	7	March & Sept.	"	1894	110	Loan of 1872 .....	700,000	6	"	"	1892	
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875 .....	639,000	6	"	"	1900	
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold .....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	---	1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	---
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia.	1890	---
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv. ..	3,000,000	6	Monthly.	New York.	1884	81
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	84 1/2
Oregon and California:							Consolidated 2d Mortgage .....	5,000,000	7	April & Oct.	"	1913	---
1st Mortgage gold .....	10,950,000	7	April & Oct.	New York.	---	---	Pittsburg, Ft. Wayne & Chicago:						
Ogawa Valley & Southern Kansas:							1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	117
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	---	1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	---
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	---
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	---	1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	---
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	---
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	---	1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	---
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	---	2d Mortgage (Series G) .....	860,000	7	Jan. & July.	"	1912	109
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H) .....	860,000	7	Feb. & Aug.	"	1912	---
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	---	2d Mortgage (Series I) .....	860,000	7	March & Sept.	"	1912	---
Ottawa, Oswego & Fox River:							2d Mortgage (Series J) .....	860,000	7	April & Oct.	"	1912	---
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series K) .....	860,000	7	May & Nov.	"	1912	---
Owensboro' and Russellville.							2d Mortgage (Series L) .....	860,000	7	June & Dec.	"	1912	---
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892	---	2d Mortgage (Series M) .....	2,000,000	7	April & Oct.	"	1912	105
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	---
1st Mortgage gold .....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	93	Equipment bonds .....	1,000,000	8	March & Sept.	"	1894	---
2d Mortgage sinking fund .....	2,804,000	7	Jan. & July.	"	1891	80	Pittsburg, Va. and Charleston:						
Income Bonds .....	1,500,000	7	Mar. and Sept.	"	1892	---	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	---
St. Louis County Debt .....	700,900	7	Monthly.	St. Louis.	1885	---	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892	---	1st Mort. (Pittsb. & Conn'ville) ..	4,000,000	7	Jan. & July.	Baltimore.	1898	103 1/2
1st Mort. (Carondelet Branch) ..	500,000	6 1/2	April & Oct.	"	1893	---	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	---
1st Mort. (Leav. Atch. & N.W.) ..	500,000	7	"	"	1889	---	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	---
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	June & Dec.	"	1899	---	Real Estate Mortgage .....	100,000	6	-----	Baltimore.	1883	---
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,505,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	---	1st Mortgage for \$3,800,000 .....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	---
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg \$597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	---	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1890	---
Paris and Decatur:							Portland & Ogdensb. (Me. & N.H.):						
1st Mortgage gold, S. F. ....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	---	1st Mort. (Maine Section) gold ..	800,000	6 1/2	Jan. & July.	Boston.	1900	---
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	249,000	6 1/2	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed .....	500,000	7	Jan. & July.	New York.	1878	---	Portland and Ogdensburg (Vt.):						
Pekin, Line. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage, guaranteed .....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights. (U.C. of N.J.):							1st Mortgage of 1883 .....	250,000	6	Jan. & July.	Portland.	1883	---
1st Mortgage guaranteed .....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	---
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	---	1st Mortgage (equal lien) .....	100,000	7	April & Oct.	"	1887	---
1st Mortgage gold (S. F.) 2d series	979,000	7 1/2	"	"	1900	---	2d Mort. (Portland Loan) .....	396,500	6	Mar. & Sept.	"	1891	---
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	1st Mortgage gold, skg fd .....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	---
General Mortgage .....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	104 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	---
General Mortgage, registered ..	1,000,000	6	"	"	1910	108	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage .....	29,250,000	6 1/2	Jan. & July.	London.	1905	100	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	65
State lien for \$7,500,000, skg fd	5,007,365	5	April & Oct.	Philadelphia.	1875-90	---	Poukeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free ..	644,500	7 1/2	Jan. & July.	New York.	1910	---
1st Mortgage .....	487,500	7	Feb. and Aug.	New York.	1881	---	2d Mortgage .....	78,000	7	"	"	---	---
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage .....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	---	1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1890	---
2d Mortgage .....	519,000	7	April & Oct.	"	1903	---	Stoughton Branch bonds .....	1,000,000	6	"	"	---	---
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	110	1st Mortgage gold .....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	---
1st Mortgage guaranteed .....	1,500,000	7	"	"	1906	---	Quincy and Palmyra:						
Peoria & Bureau Val. (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	---
1st Mortgage guaranteed .....	800,000	8	Jan. & July.	New York.	1877	---	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	60
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed .....	755,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	---	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free .....	1,000,000	7	April & Oct.	"	1900	---	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	---
1st Mort. gold, conv. & tax free ..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	---	Rensselaer and Saratoga:						
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	---	1st Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	120
Perkiomen (Phila. and Rdg.):							2d Mortgage .....	150,000	7	"	"	1887	---
1st Mortgage, guaranteed .....	619,000	6	April & Oct.	Philadelphia.	1897	87	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1896	---
Petersburg:							1st Mort. (Troy, Salem & Rnt.)	500,000	7	May and Nov.	"	1890	---
1st Mortgage (Installments) .....	341,500	8	Jan. & July.	New York.	1879-98	---	1st Mortgage (Glenn's Falls) .....	125,000	7	Jan. & July.	"	1894	---
2d Mortgage .....	500,000	8	"	"	1902	---	Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	---	Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	---
1st Mortgage (Md. Div. 9 1/2 m.) ..	300,000	6	"	"	1891	---	Virginia State guar. bonds .....	157,500	6	"	"	1875	---
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	---	1st Mort. (Piedmont Branch) ..	500,000	8	-----	"	1888	---
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.) ..	500,000	6 1/2	April & Oct.	N. Y. or Rich.	---	---
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage .....	1,766,000	6	May and			

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	R.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	340,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,700	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1878	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. ....	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant'd.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A)...	1,100,000	7	Jan. & July.	New York.	1894	116	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg fd. (Series B)...	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)...	1,400,000	7	Feb. & Aug.	"	1894	92	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)...	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E)...	1,700,000	7	"	"	1884	74	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	70 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	102	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	75	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$25,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
3d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	368,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R.R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000		7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guarant'd.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (R. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	45
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.)....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,900	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.							Susquehanna, Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoharie & Three R. (LS & MS):							1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,080pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	60 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,800,000	7	June & Dec.	New York.	1894	87
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	83
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	102	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	45
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	729,000	7	June & Dec.	New York.	1884	....	Consol.						



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage sfg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	91
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	103
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	100
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	92
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	108
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	101
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,300,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	96-99	104	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	102	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	91	Debenture bonds guar. by C. & A.....	400,000	6	March & Sept.	Camden.	1883	83
Omaha Bridge B'ds, str. \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,800,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	2d Mort. (Cape May & Millville).....	500,000	7	Apr. and Oct.	"	1899	108
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	....	....
1st Mortgage gold, sfg fund.....	3,220,000	60	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (O. C. & A. Riv.):							1st Mort. land gr., gold sfg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).....	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,848,000	50	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$369,200 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sfg. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compas')	154,000	6	Feb. and Aug.	"	1888	95	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days after demand.)	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A.)	1,310,000	60	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	101	Wilmington and Reading:						
Loan of 1888 ( " )	865,000	6	June & Dec.	Princeton.	1889	100	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	100	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	649,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1890	102
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	73	J. A. J. & G. Phil. & Wilm.	1892	....	
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000 pm	4,618,500	70	Jan. and July.	Boston.	1901	30
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	81-87	....
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,903,750	8	Jan. and July.	Philadelphia.	1886	86
Special Loan 1871.....	213,000	8	Jan. & d July.	"	1890	....	Chesapeake and Ohio:						
Vineland:							Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	117
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. C. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	73	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	6	March & Sept.	"	1900	79	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	92
Funded Interest.....	228,300	8	"	"	1880	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	110
Income Mortgage (fundable).....	93,500	8	"	"	1886	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	114
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	113
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Bonds.....	42,550	6	"	"	1882	96
Warren & Franklin (O. C. & Allr.):							Convertible Loan, gold.....	822,000	60	March & Sept.	"	1894	106
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85	1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	104
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold.....	4,757,000	60	June & Dec.	"	1897	106
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,066,000	7	"	"	1911	102
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85	Monongahela Navigation:						
2d Mort. ( " )	850,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	80	Morris (and Banking):						
2d Mort. ".....	1,200,000	6	Jan. and July.	"	1875	80	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ".....	600,000	8	May and Nov.	"	1873	74	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. ".....	700,000	8	March & Sept.	"	1880	57	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,684	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage sfg fund guar.....	2,805,000	8	Jan. and July.	Philadelphia.	1910	76
Virginia State Loan.....	249,982												



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**Not entered.** (An occurrence in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained.")

[illegible]



[illegible]



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

the word " occurring" in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad.		Rolling Stock.		Companies.	Property and Assets.			Liabilities.			Railroad Operated.		Operations.		Earnings.		Market Value of Shares.		
	Main Lines.	Branch Lines.	Engines.	Cars.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	Trains Moved.	Passengers.		Freight.	Gross.
Jan. 20, 1874	11.0	11.0	11.0	11.0	Illinois, Clinton & Springfield	350,000	4,654,157	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Feb. 20, 1874	11.0	11.0	11.0	11.0	Goshen and Deerpark, Erie, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Mar. 20, 1874	11.0	11.0	11.0	11.0	Grand Rapids and Indiana, Mich.	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Apr. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
May 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Jun. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Jul. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Aug. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Sep. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Oct. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Nov. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100
Dec. 20, 1874	11.0	11.0	11.0	11.0	Grand River Valley, New York	294,000	10,994,080	2,742,856	2,000,000	2,000,000	854,268	212,017	111.0	132.9	598,868	1,254,566	974,551	294,687	38,464	100







g a s e t a k (✓) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nl." and running dots (....) signify "not ascertained."

[illegible]



West Branch and Susquehanna.....Penn.	3,080,344	1,100,000	748,000	295,219
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## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	500,000	7	7	100
Atlantic, Mississippi and Ohio, guar.	275,200	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	7	100
Atlantic and St. Lawrence, guar.	3,994,900	4	4	100
Baltimore and Ohio, preferred	4,348,469	6	6	100
Berkshire, guaranteed	600,000	7	7	100
Blossburg and Corning, guaranteed	250,000	6	6	100
Boston, Concord and Montreal, pref.	800,000	8	8	100
Buffalo, New York and Erie, guar.	950,000	7	7	100
Catawissa, pref. and guar.	1,159,500	7	7	100
Camden and Amboy, guaranteed	5,547,900	10	10	100
Camden and Atlantic, preferred	838,469	7	7	100
Cayuga and Susquehanna, guar.	589,110	9	9	100
Oedar Rapids and Missouri River, preferred and guaranteed	700,000	7	7	100
Central of New Jersey, guar.	20,000,000	10	10	100
Central Ohio, preferred	411,550	6	6	100
Chemung, guaranteed	380,000	6	6	100
Cheshire, preferred	2,153,300	7	7	100
Chicago and Alton, preferred	2,425,400	10	10	100
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	100
Chicago and North-Western, pref.	21,485,553	7	7	100
Cinc. and Cleveland, pref.	429,000	6	6	100
Cleveland and Mahoning, guar.	2,059,300	7	7	100
Cleveland and Pittsburgh, guar.	11,236,150	7	7	100
Cumberland Valley, 1st preferred	241,900	8	8	100
" 2d preferred	243,000	8	8	100
Dayton and Michigan, pref. & guar.	922,400	8	8	100
Delaware, guaranteed	1,380,950	6	6	100
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	100
Dubuque and Sioux City, guar.	5,000,000	8	8	100
Dubuque South-Western, pref.	590,315	8	8	100
Eastern (N. H.), guaranteed	492,500	6	6	100
Elmira, Jeff. and Canad. guar.	500,000	6	6	100
Elmira & Williamsport, pref. & guar.	500,000	7	7	100
" com. & guar.	500,000	6	6	100
Erie Railway, preferred	8,536,910	7	7	100
Erie and Pittsburgh, guar.	2,000,000	7	7	100
Evansville and Crawfordville, pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	2,167,700	7	7	100
Harrisburg and Lancaster, guar.	1,182,550	7	7	100
Houstonville, preferred	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	7	100
Jeff. Mtd. & Indianapolis, guar.	2,000,000	7	7	100
Joliet and Chicago, guar.	1,500,000	7	7	100
Joliet and Northern Indiana, guar.	300,000	8	8	100
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	100
Louisv., Cincinnati and Lex. pref.	451,000	9	9	100
Marietta and Cincinnati, 1st pref.	5,101,650	6	6	100
" 2d pref.	4,438,250	6	6	100
Mich. Southern, (Lake Shore) guar.	533,500	10	10	100
Mill Creek, guaranteed	328,375	10	10	100
Milwaukee and St. Paul, preferred	12,274,483	7	7	100
Mine Hill, guaranteed	3,856,450	8	8	100
Monclair, guaranteed	2,000,000	7	7	100
Morris and Essex, guar.	15,000,000	7	7	100
Nesquehoning Valley, guar.	2,000,000	10	10	100
Newark and New York, guar.	1,000,000	7	7	100
Newcastle and Beaver Valley, guar.	605,000	10	10	100
New Jersey, guaranteed	7,295,200	10	10	100
New London Northern, guar.	971,400	10	10	100
New York & Harlem, pref. & guar.	1,500,000	8	8	100
" com. & guar.	8,500,000	8	8	100
Niagara Br. & Canandaigua, guar.	1,000,000	6	6	100
North Eastern (S. C.), preferred	105,000	8	8	100
Northern New Jersey, guar.	1,000,000	8	8	100
Norwich and Worcester, guar.	2,828,400	10	10	100
Ogdensburg & Lake Champlain, guar.	3,077,000	7	7	100
" pl. & guar.	2,000,000	8	8	100
Ohio and Mississippi, preferred	4,030,000	7	7	100
Oswego and Syracuse, guar.	1,144,400	9	9	100
Panama, guaranteed	7,000,000	12	12	100
Patterson and Hudson, guar.	330,000	8	8	100
Pemberton and Hightstown, guar.	342,000	6	6	100
Peoria and Bureau Valley, guar.	1,200,000	8	8	100
Philadelphia and Erie, preferred	2,400,000	12	12	100
Phila. German'n & Norrist'n, guar.	2,231,900	12	12	100
Philadelphia and Reading, pref.	1,551,687	10	10	100
Philadelphia and Trenton, guar.	1,259,100	10	10	100
Pittsburg, Ft. Wayne & Chic., guar.	22,214,285	7	7	100
Pittsfield and North Adams, guar.	450,000	6	6	100
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	100
Rocheester & Genesee Valley, guar.	557,500	7	7	100
Rutland, preferred and guaranteed	4,300,000	7	7	100
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	100
St. Louis, Jacksonv. & Oh., pl. & guar.	1,054,100	7	7	100
St. Louis, Kansas City & Nor., pref.	12,000,000	6	6	100
Schenck Valley, guaranteed	576,000	6	6	100
Shamokin V. & Pottsville, guar.	889,450	6	6	100
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	100
" 2d pref.	1,000,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Warren, guaranteed	1,800,000	7	7	100
<b>CANAL STOCKS:</b>				
Delaware Division, guar.	1,633,350	8	8	100
Delaware and Marston, guar.	5,847,500	10	10	100
Morris preferred & guar.	1,175,000	10	10	100
" & guar.	1,690,000	4	4	100
Schenck Navigation preferred	2,808,977	6	6	100

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 87 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 48; Scrap Wrought, 45 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 22 @ —  
Gartbarrie.....32 @ —  
Summerlee.....2 @ —  
Carnbroe.....2 @ —  
Langloan.....2 @ —  
Glenarnock.....30 @ 30 50  
Eglington.....28 50 @ 29 —  
Pig, American, No. 1.....23 50 @ 23 —  
Pig, American, No. 2.....20 50 @ 21 —  
Pig, American, Forge.....17 @ 20 —  
Bar, Refined, English and American.....2 @ —  
Bar, Swedes, assorted sizes.....(gold) 100 @ —

## STORE PRICES.

Bar, Swedes, ordinary sizes.....130 @ —  
Bar, Swedes, Plow sizes.....4 @ —  
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6  
Inch x 1 to 1 in.....52 50 @ 55 —  
Bar Refined, 1½ to 6 by 1 & 5-16 in.....57 50 @ 60 —  
Bar Refined, 1 & 1½ by 1 & 5-16 in.....57 50 @ 60 —  
Large Rounds, 2½ to 3½ @ 4 in.....67 50 @ 67 50  
Scroll.....67 50 @ 117 50  
Ovals and Half-round.....67 50 @ 77 50  
Band, 1 to 6 in. by 3-16 to No. 12.....65 @ 67 50  
Horse Shoe.....52 50 @ 57 50  
Rods, 1 to 16 inch.....57 50 @ 107 50  
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....72 50 @ 127 50  
Nail Rod.....7 @ — 8  
Sheet Russia, as to assortment.....(gold) 11½ @ — 12  
Sheet, Single, D. and T. Common.....4 @ — 4½  
Sheet, Double and Treble, Charcoal.....5 @ — 5½  
Sheet Galvanized 1st and 2d quality, List 20@35 p. c. disc.  
Rails, English.....(gold) per ton @ —  
Rails, American, at Works in Penna. c'y. 43 @ 45 —  
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb. 14½ @ — 16  
English Spring (2d and 1st quality).....9 @ — 6½  
English Blister (2d and 1st quality).....9 @ — 14  
English Machinery.....9½ @ — 10½  
English German (2d and 1st quality).....10½ @ — 11½  
American Blister.....10½ @ — 9  
American, Cast, Tool.....10½ @ — 16  
American, Cast Spring.....9 @ — 9  
American Machinery.....10 @ — 10  
American German Spring.....10 @ — 10

NAILES—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.  
10d. to 60d. Com. Fence & Sheath per keg. 2 75 @ 2 90  
8d. and 9d. " 3 15 @ 3 20  
6d. and 7d. " 3 40 @ 3 45  
4d. and 6d. " 3 65 @ 3 70  
3d. and 4d. Light.....3 40 @ 4 45  
3d. Fine.....5 15 @ 5 20  
2d.....5 90 @ 5 95  
Cut Spikes, all sizes.....3 15 @ 3 20

TIN—Duty: Pig, Bars and Block, 75%; Plate and Sheets and Terne Plates, 1 to 10 cents per pound.  
Bianca.....(gold) per lb. — @ — 22  
Straits.....(gold).....17 @ —  
English, L. & F.....(gold).....17 @ —  
English, Refined.....(gold).....17 @ —  
Plates—Fair to good brands.....Gold.  
I. C. Charcoal.....per box. 7 25 @ 7 50  
I. C. Coke.....6 25 @ 6 50  
Coke Terne.....6 @ — 6 25  
Charcoal Terne.....6 75 @ 7 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.  
Crude 40@45 gravity (in bulk).....5½ @ —  
Crude 40@47 gravity (in shipping order).....11½ @ — 11½  
Refined, Standard White (in ship's order).....16 @ — 14½  
Refined, S. W. (in jobbing lots).....16 @ — 17  
Refined, S. W. (in tin).....18½ @ — 21½  
Naptha, Refined (65@73 gravity).....8½ @ — 9½  
Residuum.....(in shipping order) per gall. 6½ @ — 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.  
Copper, New Sheathing, (over 12 oz.) per lb. — @ — 31  
Copper, Bolts.....— @ — 32  
Copper, Braziers' (over 16 oz.).....— @ — 32  
Copper, Nails.....— @ — 35  
Copper, Old Sheathing, &c., mixed lots.....19 @ — 21  
Copper, American Ingot &c.....21½ @ — 22½  
Copper, English Pig.....— @ —  
Yellow Metal, New Sheathing & bronze.....— @ — 20  
Yellow Metal, Bolts.....— @ — 20  
Yellow Metal, Nails, Sheathing & Slating.....— @ — 20

LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.  
Spanish Ordinary.....(gold) per 100 lb. 5½ @ — 7  
German Ordinary.....(gold).....6½ @ — 7  
English.....(gold).....7 @ — 7 12½  
Foreign Refined.....(gold).....— @ —  
Domestic.....(gold) 4 35 @ 6 50

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, 75%; other, 40 cents per 28 bushels of 80 lb. to the bushel.  
Liverpool Gas Channel.....10 @ —  
Liverpool House Channel.....14 @ — 16  
Anthracite (by cargo).....per ton of 2,000 lb. 5 @ 6 —

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W. 15.	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.
Allegheny Val. 7 3-10s.....	101					101
7s, Income.....			87	87		
Camden & Am. Co., 1883.....			101½			101½
Co., 1888.....						
Mort. Co., 1889.....	106					
Camden and Atlantic.....	51½	52	51	51		51½
Preferred.....		51½	51	51½	51½	52
1st mortgage.....						
2d mortgage.....	100½		106			
Catawissa.....			18½			
Preferred.....			104½			
New preferred.....				42		
7s, new.....						
Elmira & Williamsport.....						
Preferred.....						
7s.....						
Hunt. & B. Top Mt.....						
Preferred.....						
2d mortgage.....						
Lehigh Navigation ....	50½	50½	50½	50½	50½	50½
Co., 1877.....						
Co., 1884.....				104½		
Gold Loan.....	105½		108½		106	106
Railroad Loan.....						
Conv. Gold Loan.....						
Lehigh Valley.....	63	62½	62½	63	63½	63
Co., new, coupon.....						
Co., new, registered.....		107½				
7s.....	111					111
Consol. mort. Co.....			100½	100½		100½
Little Schuylkill.....	51½		51			51½
7s.....						
Minchill & Sch. Haven.....						
North Pennsylvania.....	54					
1st mortgage Co.....						
2d mortgage Co.....						
Chattel. Co.....						
Gen'l mort. 7s, coup.....						
Northern Central.....	39½		38½	38½	38	38
Oil Creek & Alleg. Riv. 14½	14½	14½	14½	14½	14½	14½
1st mortgage.....					90	
Pennsylvania R. R.....	56½	56½	56½	56½	56½	56½
1st mortgage.....			104½			
Gen'l mortgage.....	104½	104½				
Gen'l mort. reg.....			103			
Consol. mort. Co., reg.....	99½	100				100
Penn. State Co., 2d series.....	104			103½		
Penn. State Co., 3d series.....						
Philadelphia City Co.....			103½	104		
Co., new.....	109	109	109	108½	108½	
Phila. and Reading.....	51½	51½	51½	50½	50½	
Debtenture bonds.....						
7s, of 1893.....						
7s, new, convertible.....	105	105	105	105		
Gen'l mortgage.....						
Gen'l mortgage, reg.....						
Philadelphia and Erie.....	21½	21½		21½	21	
1st mortgage, Co.....	102		102	102		
2d mortgage, Co.....				94½	94½	
Pittsb., Cin. & St. L. 7s.....			84½			
Schuylkill Navigation.....						
Preferred.....	15½				15	15
Co., 1872.....		96½		97	97	
Co., 1876.....						
Co., 1882.....						
United Co. of N. Jersey 14½	140½	140	140	140	140	138½
Hestonville, (Horse) 37	36½	36½	36½	36½	36½	36½
Chestnut & Wal. (do.).....	107	107	107	107		107
Germantown (do.).....	87	84				
Green and Coates (do.).....						
Lombard & S'th. (do.).....	35	35				
2d and 3d streets (do.).....						
Spruce and Pine (do.).....	50	47½	48½	48½	47	46½
15th and 16th sts. (do.).....						47
Union (do.).....						



## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.F.17.Sat.18.M.20.Tu.21.W.22			
Adams Express.....106	108	108	108	108
Albany and Susq.....	105	105	105	105
1st mortgage.....	112	112	112	112
2d mortgage.....	63	63	63	63
American Express.....	105	105	105	105
Am. Dock and Imp. 7s.....	4	4	4	4
Atlantic & Pacific pref.....	19	19	19	19
Bost., Hart, & Erie 1st.....	23	23	23	23
Burl., C. R. & Minn. 1st.....	107	107	107	107
Central of N. Jersey 1st.....	107	107	107	107
1st mortgage, new.....	112	112	112	112
7s, consolidated.....	108	108	108	108
7s, convertible.....	98	98	98	98
Central Pacific 6s, gold 108	108	108	108	108
1st M. (San Joaquin).....	98	98	98	98
1st M. (Cal. and Or.).....	98	98	98	98
Land grant 6s.....	90	90	90	90
Chicago and Alton.....105	105	105	105	105
Preferred.....	105	105	105	105
1st mortgage.....	116	116	116	116
Sinking Fund.....	118	118	118	118
Income bonds.....	118	118	118	118
Ohic. Burl. & Quincy.....	118	118	118	118
7s Consol, 1903.....	110	110	110	110
8s, 1883.....	102	102	102	102
Ohic. & Milwaukee 1st.....	43	43	43	43
Ohic., Mil. and St. Paul. 43	43	43	43	43
Preferred.....	82	82	82	82
1st mortgage, 3s.....	116	116	116	116
2d mortgage, 7 3-10s. 98	98	98	98	98
7s, gold.....	101	101	101	101
1st M. (La Crosse div.) 103	103	103	103	103
1st M. (I. and M. div.) 96	96	96	96	96
1st M. (T. and D. div.).....	63	63	63	63
1st M. (H. & D. div.).....	88	88	88	88
1st M. (C. & M. div.).....	88	88	88	88
Consolidated S. F. 8s.....	43	43	43	43
Ohic. & Northwestern. 43	43	43	43	43
Preferred.....	64	64	64	64
1st mortgage.....	104	104	104	104
Sinking Fund.....	103	103	103	103
Consolidated 7s.....	94	94	94	94
Consol. Gold bonds. 94	94	94	94	94
Do. reg.....	110	110	110	110
Ohic. Rock Isl. & Pac. 110	110	110	110	110
7s, 1896.....	110	110	110	110
Clev., Col. & Ind. 58	58	58	58	58
1st mortgage.....	111	111	111	111
Clev. & Pittsburgh guar.....	96	96	96	96
7s, Consolidated.....110	110	110	110	110
4th mortgage.....	106	106	106	106
Clev., P. and Ash. 7s.....	106	106	106	106
7s, new.....	106	106	106	106
Clev. and Tol. S. F.....	4	4	4	4
Col. Chl. & Ind. Cent. 4	4	4	4	4
1st mortgage.....	54	54	54	54
2d mortgage.....	41	41	41	41
Consol. Coal of Md.....	119	119	119	119
Del. & Hudson Canal 119	119	119	119	119
Reg. 7s, 1891.....	110	110	110	110
Reg. 7s, 1884.....	110	110	110	110
7s, 1894.....	119	119	119	119
Del. Lack. & Western.....	119	119	119	119
2d mortgage 7s.....	101	101	101	101
7s, Convertible.....	72	72	72	72
Det., Mon. & Tol. 1st.....	72	72	72	72
Et. of Columbia 3-6s. 72x	72	72	72	72
Erie Railway.....	20	20	20	20
Preferred.....	111	111	111	111
1st mortgage.....	102	102	102	102
2d mortgage.....	102	102	102	102
3d mortgage.....	102	102	102	102
4th mortgage.....	102	102	102	102
5th mortgage.....	91	91	91	91
Great Western 1st mort.....	18	18	18	18
Hannibal & St. Joseph, 18	18	18	18	18
Preferred.....	28	28	28	28
8s, Convertible.....	80	80	80	80
Hudson River 2d mort.....	103	103	103	103
Illinois Central.....	103	103	103	103
Kansas Pacific.....	103	103	103	103
Lake Shore & Mich. So. 64	64	64	64	64
Consol. 7s.....	64	64	64	64
Consol. 7s, reg.....	64	64	64	64
2d Consolidated.....	64	64	64	64
Lake Shore Div. bonds.....	64	64	64	64
Long Dock bonds.....	64	64	64	64
L'ville & Nash. 7s Cons. 96	96	96	96	96
Michigan Central.....	64	64	64	64
7s, 1902.....	107	107	107	107
8s, 1882.....	114	114	114	114
M. S. and N. I. 1st, S. F.....	104	104	104	104
2d mortgage.....	105	105	105	105
Morris and Essex.....	105	105	105	105
1st mortgage.....	118	118	118	118
2d mortgage.....	103	103	103	103
7s of 1871.....	110	110	110	110
7s, Convertible.....	114	114	114	114
7s, Consolidated.....	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114
7s, Sinking fund, 1876.....	105	105	105	105
6s, Sinking fund, 1883.....	105	105	105	105
6s, Sinking fund, 1887.105	105	105	105	105
1st mortgage.....	123	123	123	123
1st mortgage, reg.....	121	121	121	121
N. York and Harlem.....	121	121	121	121
Preferred.....	121	121	121	121
1st mortgage.....	121	121	121	121
1st mortgage, reg.....	121	121	121	121

## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.F.17.Sat.18.M.20.Tu.21.W.22			
New Jersey.....142	140	140	140	140
N. Y. N. Haven & Hart. 147	157	157	157	157
North Missouri 1st M.....	20	20	20	20
Ohio and Mississippi 20	20	20	20	20
Preferred.....	79	79	79	79
2d mortgage.....	98	98	98	98
Consolidated 7s.....	98	98	98	98
Consol. Sinking fund.....	98	98	98	98
1st M. (Springfield D.).....	21	21	21	21
Pacific Mail S. S. Co. 22	14	14	14	14
Pacific R. R. of Mo. 14	14	14	14	14
1st mortgage.....	80	80	80	80
2d mortgage.....	80	80	80	80
Pacific 7s, guar. by Mo.....	104	104	104	104
Pitts., Ft. W. & Chl. gtd.....	104	104	104	104
1st mortgage.....	117	117	117	117
2d mortgage.....	109	109	109	109
3d mortgage.....	109	109	109	109
Quicksilver Mining Co. 18	18	18	18	18
Preferred.....	23	23	23	23
St. L. Alton and T. H.....	23	23	23	23
Preferred.....	23	23	23	23
1st mortgage.....	92	92	92	92
2d mort. preferred.....	74	74	74	74
Income bonds.....	25	25	25	25
St. L. Iron Mt. & S. thn. 25	25	25	25	25
1st mortgage.....	102	102	102	102
2d mortgage.....	80	80	80	80
St. L. Jack. & Chl. 1st.....	105	105	105	105
St. L. Kan. City & N.....	6	6	6	6
Preferred.....	30	30	30	30
Tol. P. & W. 1st E. D.....	4	4	4	4
1st mort. West. Div.....	4	4	4	4
Tol. Wab. & Western. 3	3	3	3	3
Preferred.....	91	91	91	91
1st mortgage.....	67	67	67	67
2d mortgage.....	67	67	67	67
7s, Consolidated.....	71	71	71	71
St. Louis Division.....	70	70	70	70
Union Pacific.....	66	66	66	66
1st mortgage.....	105	105	105	105
Land Grant 7s.....	103	103	103	103
Sinking Fund 8s.....	92	92	92	92
United States Express.....	73	73	73	73
Warren.....	105	105	105	105
Wells-Fargo Express.....	86	86	86	86
Western Pacific bonds. 101	101	101	101	101
Western Union Tel.....	68	68	68	68
7s, S. F. conv., 1900.....	99	99	99	99

## Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.F.17.Sat.18.M.20.Tu.21.W.22			
Aitch. Top. and San. Fe.....	13	13	13	13
1st mortgage.....	78	78	78	78
2d mortgage.....	40	40	40	40
Land Grant 7s.....	72	72	72	72
Income 12s.....	134	134	134	134
Boston and Albany.....	136	136	136	136
7s.....	136	136	136	136
6s, 1895.....	116	116	116	116
Boston and Lowell.....	56	56	56	56
7s.....	102	102	102	102
Boston and Maine.....	103	103	103	103
Boston and Providence.....	102	102	102	102
Boston, Hart. & Erie 7s. 23	23	23	23	23
Boston Water Power.....	10	10	10	10
Burl. & Mo. R. in Iowa.....	10	10	10	10
Land Grant 7s.....	40	40	40	40
Burl. & Mo. R. in Neb. 40	40	40	40	40
8s, old.....	102	102	102	102
Carthage and Burl. 8s.....	3	3	3	3
Cary Improvement.....	118	118	118	118
Ohl. Burl. and Quincy. 118	118	118	118	118
7s.....	108	108	108	108
Cin. Sand. and Clev.....	11	11	11	11
Concord.....	104	104	104	104
Connecticut River.....	104	104	104	104
Eastern.....	104	104	104	104
7s, Sinking Fund.....	124	124	124	124
Fitchburg.....	124	124	124	124
Ind. Cin. & Lafayette.....	64	64	64	64
Michigan Central.....	64	64	64	64
Nashua and Lowell.....	79	79	79	79
Norwich & Worcester.....	31	31	31	31
Ogden & Lake Champlain.....	31	31	31	31
Preferred.....	106	106	106	106
Old Colony.....	106	106	106	106
Ph. Wl. & Baltimore.....	106	106	106	106
Portl'd, Saco & Ports.....	106	106	106	106
Ports, St. Falls & Con.....	106	106	106	106
Pullman Palace Car.....	81	81	81	81
Union Pacific.....	104	104	104	104
Land Grant 7s.....	100	100	100	100
Sinking Fund 8s.....	91	91	91	91
Vermont and Canada.....	101	101	101	101
Vermont and Mass.....	101	101	101	101
Worcester and Nashua. 86	86	86	86	86
Cambridge (Horse).....	109	109	109	109
Metropolitan ( " ).....	60	60	60	60
Middlesex ( " ).....	10	10	10	10
Central Mining Co.....	30	30	30	30
Calumet and Hecla.....	170	170	170	170
Copper Falls.....	170	170	170	170
Franklin.....	14	14	14	14
Quincy.....	40	40	40	40

## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.F.17.Sat.18.M.20.Tu.21.W.22			
Federal Stocks.....	118	118	118	118
U. S. 6s, 10-40s, reg.....	118	118	118	118
U. S. 6s, 10-40s, coup.....	118	118	118	118
U. S. 6s, 1881, reg.....	118	118	118	118
U. S. 6s, 1881, coup.....	118	118	118	118
U. S. 6s, 1881, reg.....	122	122	122	122
U. S. 6s, 1881, coup.....	122	122	122	122
U. S. 6s, 5-20s, reg. 1865.....	118	118	118	118
U. S. 6s, 5-20s, c. n 1865. 118	118	118	118	118
U. S. 6s, 5-20s, r. n 1865.....	118	118	118	118
U. S. 6s, 5-20s, c. n 1865. 119	119	119	119	119
U. S. 6s, 5-20s, reg. 1867.....	121	121	121	121
U. S. 6s, 5-20s, c. 1867. 121	121	121	121	121
U. S. 6s, 5-20s, reg. 1868.....	121	121	121	121
U. S. 6s, 5-20s, c. 1868. 123	123	123	123	123
U. S. 6s, Pac. R. R. issue.....	127	127	127	127

## London Stock Exchange.

Closing Prices.

	Feb. 25.	Mar. 3.
Atlantic & Gt. W. 1st mort., \$1,000.....	32	34
Do. 2d mort., \$1,000.....	14	16
Do. 3d mort., \$1,000.....	6	7
Atlantic, Miss. & Ohio Consol. mort. 30	35	35
Central of New Jersey Consol. mort. 100	101	101
Central Pacific of California 1st mort. 91	95	97
Do. (C. & O. div.) 1st mt. gd. bds. 50	91	92
Detroit & Milwaukee 1st mort. bonds 35	45	45
Do. 2d do. 35	45	45
Erie shares, \$100.....	15	16
Do. Preference Shares.....	31	33
Do. 7 Convertible Gold Bonds.....	44	44
Galveston and Harrisburg 1st mort. 80	70	63
Illinois Central \$100 shares.....	90	91
Lehigh Valley Consol. mortgage.....	91	92
Marquette and Cincinnati Railway.....	99	101
Mo., Kan. & Tex. 1st M. G. B. Eng. 48	52	48
N. Y. Cent. & Hud. Riv. Mt. bonds 110	111	110
Do. 1st mortgage.....	102	105
Pennsylvania, \$50 shares.....	51	52
Do. 1st mortgage.....	51	51
Philadelphia and Reading \$50 shs.....	45	47
Pittsbg. Ft. W. & Chic. Equip bds. 105	107	102
Union Pacific Land Grant 1st mort. 92	94	93
Do. do. do. 2d do. 95	97	95

remaining deposits are represented by a legal tender reserve of 23.01 per cent as against 23.35 per cent, the preceding week. National Bank notes received at the Treasury Department, last week for redemption were to the amount of \$3,480,000. The City Banks have had their deposits reduced \$6,517,900; and their legal tender reserve \$2,021,400. The specie average has been diminished \$770,400. The loan and discount item was contracted \$6,881,700. The circulation was cut down \$214,400. The U. S. Sub Treasury in this city closed the week with a currency balance of \$35,181,330 against \$35,777,842 the preceding week; and a coin hoard of \$45,910,854 against \$44,601,815 on the previous return. The City bank exchanges in currency reached \$446,604,087, or a daily average of \$74,434,015. The customs revenue of the port during the week was \$2,010,885. The City banks reported their average of gold last week at \$22,369,400 and their greenback average at \$45,608,100. Their deposits stood at \$220,584,900. The loan item was \$263,866,700. The circulation was \$16,483,300.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$12,831,275.

The aggregate of the outstanding U. S. currency, of all denominations, March 1st was \$416,584,372. The outstanding amount of legal tender notes is \$370,943,392. The National bank circulation is now \$339,646,214, including \$2,096,940 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$5,030,769; special deposit of legal tenders for the redemption of certificates of deposit, \$42,140,000; Coin, \$73,500,000; Coin certificates, \$35,425,300.

The week's import entries of Foreign Merchandise at New York were \$8,314,247, including \$2,483,551 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 83 millions; and from Customs, 110½ millions.

Gold has declined slightly during the week, and closed irregularly, on a less confident speculative demand; a moderate call for customs; and a diminished export drain. The extremes of the price during the week have been 113½@114½, closing on Wednesday at 114½ as against 114, on Wednesday of the preceding week. The specie outflow last week was \$1,140,371 against \$1,183,213 the previous week. The imports of specie at this port last week were \$24,553, and since January \$911,926, as against \$3,149,818, same time last year. The customs demand for gold last week averaged \$345,667 per day. Foreign Exchange has been in reduced supply and moderate request closing more firmly. Bankers sixty day bills on London closed on Wednesday at \$4 86½@4 87; sight bills on London at \$4 89½@4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,410,423. The week's imports of Dry Goods and general merchandise were to the specie value of \$3,314,247 as against \$7,960,911 the corresponding week of 1875.

Government Securities have been in fair demand on investment account, and values have

been without important changes. The offerings of bonds have been moderate. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$353,781,100.

U. S. sixes of 1881 closed on Wednesday of the week at 122½@122½; U. S. Five-Twenties of 1865, 118½@118½; U. S. Five-Twenties of 1866, consolidated, 119@119½; U. S. Five-Twenties of 1867, 121½@121½; U. S. Five-Twenties of 1868, 123¼@123½; U. S. Ten-Forties at 118½@119; U. S. Fives of 1881, (Funding Loan) 118½@118½; Six per cent. currency Sixes, 126¾@127.

State and Railway bonds have been in less request and generally quoted less firm. The investment purchases have been of less magnitude than the average of recent preceding weeks. And in the line of Railway and Miscellaneous share property business has been on a much reduced scale and values have been quoted variable throughout, closing rather more steadily.

General business has shown more animation, as already mentioned. Domestic produce has been in more request, in good part for export, and the changes in prices have been mainly favorable to sellers. Foreign merchandise has also attracted more attention. Groceries closed stronger. The Metal trade has been somewhat brisker. Pig and Forge Iron has been more freely dealt in. Prices however have been depressed and irregular. Eglinton Pig Iron quoted here at \$28 50@29; Glengarnock \$31; Coltness \$32; No. 1 American Pig at \$22 25@23 00; No. 2 do. at \$20 50@21; Forge, \$17@20; American Rails at works, \$42@45; Old Rails \$22@23. Wrought Scrap, \$31 00@32 00. Ocean freights have been more active and generally stronger, with room for Grain, Flour, Provisions, Resin and Petroleum in most demand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Long Island R. R. 1st mort., 106½; Nashville and Decatur 1st mort., 89; Lehigh and Wilkesbarre 7s, consol., 96¾; Rome, Watertown and Ogdensburg 7s, consol., 97½; Buffalo and Erie 7s, new, 108; Rensselaer and Saratoga 1st mort., 120; Albany and Susq. 3d mort., 104½; Cedar Falls and Minnesota 1st mort., 90; Canada Southern 1st mort., with interest certif., 69½; New Jersey Southern R. R., 1½; Dubuque and Sioux City R. R., 77; Missouri, Kansas and Texas R. R., 12½; do. 7s, consol., S. F., coupon on, 61; Mariposa Land and Mining, 9; do. pref., 10; do. 7s, gold, 101½; Pennsylvania Coal, 270; Spring Mt. Coal, 64¾; Am. Dist. Tel., 30¾; Union Mining Co., 1½; Tennessee 6s, old, 43½; do. new, 41½; do. new series, 41½; Missouri 6s, long bonds, 104½; do. 6s, 1887, 102; do. 1878, 102½; Georgia 7s, end., 102½; Virginia 6s, consol., 2d series, 42¾; New York State 7s, Bounty Loan, reg., 104½; Missouri 6s, H. and St. J. issue, 1887, 104; North Carolina 6s, old, Jan. and July, 17¾; New York County 6s, 115. The latest quotations are: Pacific Mail 21½@21½; Western Union Telegraph, 68@68½; Atlantic and Pacific Tel., 19@19½; Quicksilver Mining 17@19; do. pref., 22½@24½; Mariposa Land and Mining, 7¾@9; do. pref., 8@10; Adams Exp., 108½@108¾; American Exp., 63¾@64; U. S. Express, 72¾@

74; Wells-Fargo Express, 86@87; Chicago and Alton, 104¾@105¼; Cleveland and Pittsburgh, 97¾@97¾; Chicago and Northwestern, 43@43½; do. pref., 64¼@64¼; Chicago Rock Island and Pacific, 110¾@110¾; Chicago, Milwaukee and St. Paul, 43¼@43¾; do. pref., 80¼@80¾; Cleveland, Columbus, Cincinnati and Indianapolis, 60½@61; Columbus, Lackawanna and Indiana Central, 4¾@5; Delaware, Lackawanna and Western, 119@119½; Erie, 21¼@21¾; Hannibal and St. Joseph, 18¼@18½; do. pref., 28¼@29¾; Lake Shore and Michigan Southern, 63¾@64; Michigan Central, 63¾@64; New York and Harlem, 139@141; N. Y. Central and Hudson River, 113¾@113½; Central of New Jersey 106½@107; Ohio and Miss., 20½@20¾; Panama, 132@137; Toledo, Wabash and Western, 3¾@4; Union Pacific, 62½@63½; do. 1st mort., 104¾@104¾; do. 7s, land grant, 102½@102¾; do. sinking fund 8s, 91@91¼; Central Pacific 6s, gold, 107¼@107½.

Boston.—Old Colony R. R. 7s, 1894, 110; Eastern R. R. 7s, 1884, notes, 53; Fitchburg R. R. 7s, 112; Vermont Central Equipment 8s, 60; Vermont Central 1st mort., 16; Rutland pref., 14; Cheshire R. R., 45; Manchester and Lawrence R. R., 130; Summit Branch R. R., 34; Chicago, Iowa and Nebraska R. R., 112; Boston Land, 7½; Brookline Land, 4¾; Minnesota Mining Co., 2¾; New Hampshire 6s, 1892, 109; do. 1899, 109½; Maine 6s, 1880, 104½; do. 1889, 109; Massachusetts 5s, 1883, gold, 111¼; Rhode Island 6s, 1882, 106½; Cincinnati 7.30s, 102½; Toledo 8s, 1887, 108½; do. 1888, 109½; do. 1893, 109½; Chicago 7s, 1895, 104; Portland 6s, 1877, 100; Boston 5s, 1905, gold, 111; Providence 6s, 1885, 106; Minneapolis 8s, 1888, 103½; Allouez Mining Co., 20; Duncan, Silver, 1.62½; Ridge, 5½.

Philadelphia.—Northern Pacific 7.30s, 18; Shamokin Valley and Pottsville 7s, 102; Philadelphia and Reading Coal and Iron mort. 7s, 99; do. debent. bonds 7s, 81; Belvidere Delaware 2d mort., 98; do. 3d mort., 95; Delaware Division Canal 6s, 99¾; Northern Central Income 7s, 70; Delaware and Bound Brook 7s, 103; Connecting R. R. 6s, 97½; Huntington and Broad Top Mt., 7s, consol., 60; West Jersey 1st mort., 6s, 100; Am. S. S. Co., 6s, 86; Susquehanna Canal 6s, 75¾; Nesquehoning Valley R. R., 54¼; Schuylkill Nav. div. scrip, 95; Fifth and Sixth Streets R. R., 78; Cincinnati 7.30s, 104; Pittsburg 7s, 105¾. The latest quotations are: City 6s, 104@104; do. free of tax, 108¾@109; Pennsylvania State 6s, 2d series, 103¾@104; do. 3d series, 112¾@114; Philadelphia and Reading, 50¾@51; do. Gen'l mort. 7s, coup., 109@110; do. reg., —@113; do. mort. 6s, 1880, 103@—; do. 7s, new conv., 104½@105½; do. 7s, 1893, 112@114; United New Jersey R. R. and Canal Co., 139@138½; Camden and Amboy mort. 6s, 1889, 106@—; Pennsylvania R. R., 56¾@56¾; do. 1st mort., 104½@105; do. general mort. coupon, 104½@105; do. reg., 107@108¾; Little Schuylkill R. R., 51¼@51½; Morris Canal, 53@60; do. pref., 138@140; do. 6s, 100@—; Susq. Canal, 8@9; do. 6s, 75@80; Schuylkill Nav., 7½@—; do. pref., 15@15½; do. 6s, 1882, 81¾@82½; do. 1872, 96½@97; do. 6s, Imp., 89@—; Elmira and Williamsport pref., 40@—; do. 7s, 101½@—; do. 6s, 65@—; Lehigh Coal and Navigation, 50¾@50¾;



do. 6s, 1884, 104@105; do. R. R. Loan 104@104½; do. Gold Loan, 105½@105¾; North Pennsylvania, 53@54; do. 6s, 104@104½; do. 7s, 108½@—; do. Gen'l mort. 7s, 106½@—; Philadelphia and Erie 21@21½; do. 6s, 101½@102¼; do. 7s, 94@94½; Minehill, 54@54½; Catawissa, 18@19; do. pref., 45@45; do. new pref., 42@42½; do. 7s, 1900, 105½@—; Lehigh Valley, 62½@63; do. 6s, new coupon, 106@—; do. reg., 107¼@107¾; do. 7s, 111@111½; do. 6s, consol. mort., 100½@100¾; Fifth and Sixth streets (horse), 77@78; Second and Third, —@89; Thirteenth and Fifteenth, 48@49; Spruce and Pine, 46@47; Green and Coates, 67@68; Chestnut and Walnut, 105@109; Hestonville, 36¾@36¾; Germantown, 81@82; Union, 105@110; Lombard and South, 32@33½; Ridge Avenue, —@73½; Tenth and Eleventh, 130@135.

**Baltimore.**—Baltimore City 6s, 1875, 104¼; do. 1890, 107¾; do. 1902, 109; Cincinnati 7-30s, 103¾; Maryland Defense 6s, 111; Virginia Black Scrip, 18; Chesapeake and Ohio Canal 6s, 117; Cincinnati and Baltimore 7s, 100; Western Maryland 1st mort., 91; Wilmington and Weldon 7s, 102; Central Ohio R. R. pref., 44. The latest quotations are: Wilmington and Weldon R. R., 67½@72½; do. 7s, 102@102½; Wilmington, Columbia and Augusta 7s, 35@40; Richmond and Danville 1st mort., 72@74; Pittsburgh and Connelville 7s, 1898, 103½@105; Baltimore and Ohio, 162½@166; do. pref., 104¼@106¾; do. 2d pref., 102@106; do. 6s, 1880, 103@104; do. 1885, 107@108; Washington Branch, 120@150; Northern Central, 37@38½; do. 6s, 1877, 100@—; do. 6s, 1885, 102@103; do. 6s, 1900, 103@103½; do. 6s, 1900, gold, 101@102; N. W. Va. 3d mort. 1885, 101@104; Marietta and Cincinnati 1st mort. 7s, 1892, 107½@107¾; do. 2d mort. 7s, 98@98½; do. 3d mort. 8s, 74½@75; Central Ohio, 41@43; do. pref., 41@44; do. 1st mort. 99¾@100; Western Maryland, 3@5½; do. 1st mort. 6s, 1890, 90@91; do. 1st mort. guar., 103@—; do. 2d mort. guar., 103@—; do. 3d mort. guar., 103@—; do. 2d mort. pref., 93@—; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, 65@73; do. 3d mort. 8s, 65@72; Orange and Alexandria 1st mort. 6s, 85@90; do. 2d mort. 6s, 77½@81; do. 3d mort. 8s, 70@74½; do. 4th mort. 8s, 57@58; Orange, Alex. and Manassas 7s, 85½@85¾; Baltimore 6s, 1875, 104½@105; do. 1884, 107@—; do. 1886, 107@—; do. 1890, 107½@108¼; do. 1900, 107¾@—; do. 1902, 108½@109; do. 6s, exempt, 108@—; do. 5s, 80@—; Memphis City 6s, 30@40; Maryland Defense 6s, 1883, 111@—; do. 6s, 1890, 103@—; do. 6s, exempt, 111½@—; do. 5s, 87@—; Virginia coupon 6s, old, 30@40; do. new, 37@40; do. consol. 6s, 68½@69¼; do. 2d series, 41@44; Virginia coupons, 87½@87½; West Virginia def. certif., 9@9½; City Passenger R. R., 28½@30; George's Creek Coal, 140@143; Atlantic Coal, 2.25@2.45; Canton Co., 40@46.

#### Chicago, Danville and Vincennes Railroad.

We have received a copy of a circular addressed to the First Mortgage Bondholders of the Chicago, Danville and Vincennes Railroad Company by A. W. Spies, Wm. B. Ogden, Geo. H. Potts, Williams & Guion, Geo. W. Nash, R. H.

Lambeer, K. S. Townsend, L. L. Spring, Geo. B. Satterlee, and O. D. Ashley, of New York; Wm. B. Stevens, P. C. Brooks, F. A. Gray, Charles J. Sprague, Ignatius Sargent, F. H. Story, and the Hinckley Locomotive Works, of Boston, and others; owners of bonds of this Company, secured by First Mortgage on the Illinois division, and also on the Indiana division, in which they state that the Receiver's accounts are showing a surplus of earnings over expenses, that this surplus is now expended in improving the condition of the property, and in paying preferred claims put in advance of theirs by order of the court; that after these payments every dollar earned belongs to the first mortgage bondholders, but litigation is consuming it. They have therefore concluded, on careful consideration, to propose the following basis of adjustment as the surest method of realizing money due them, and re-establishing value to their bonds as investments, free of litigation, and without call on them for money:

1st. The Company shall elect a Board of Directors, a majority of whom shall be nominated by the First Mortgage Bondholders, and such nominating power shall continue until after three consecutive years of prompt interest payments on the first mortgage bonds. Voting power shall also be permanently given to all the bondholders, if it can be lawfully done; if not, then as soon as requisite legislation can be obtained.

2d. Holders of claims junior to our bonds, and stockholders, shall remove all liens, claims and litigations, leaving the property free from all incumbrance, excepting as provided in Schedule hereto and the common stock.

3d. A sinking fund shall be established to be a lien on the net earnings, (after payment of interest on bonds, and maintenance of road and its equipment), to retire the "Income Bonds" mentioned below.

The adjustment of liabilities to be as follows:

The Illinois Division Bonds to stand as now ..... \$2,500,000  
Coupon of October next to be paid at maturity in gold, and regularly thereafter.

New first mortgage to be issued on the Indiana Division for ..... 1,500,000  
Of which \$600,000 shall be reserved for completing the Raccoon Valley Section of the Indiana Division, and for betterments on the entire road, and \$900,000 issued to holders of First mortgage Indiana Division Bonds for 60 per cent of the principal of the \$1,500,000 now outstanding.

Issue Income Bonds, convertible into stock at the option of the holder, with mortgage upon the whole line, payable in thirty years, with sinking fund, bearing 7 per cent interest semi-annually, from net earnings, after interest is provided for on all the first mortgage bonds, viz: To the Illinois Division First Mortgage Bonds, for 6 coupons to April 1, 1876, (\$525,000,) which shall be a first series, with interest preferred. .... 525,000

To the Indiana Division First Mortgage Bondholders for 40 per cent of their principal, (\$600,000;) and for 8 coupons up to April 1, 1877, (\$420,000,) which shall be a second series. .... 1,020,000

A further issue of the second series Income Bonds to settle secured claims and remove second mortgage, chattel mortgage and all other liens ..... 455,000  
Floating unsecured debt to be settled by common stock.

Making a total of "Income Bonds" ... \$2,000,000  
The funding of coupons as heretofore arranged

to be annulled, and the coupons to be settled for in "Income Bonds," as above stated.

A copy of the circular, of which the above is an abstract, together with the form of assent, may be obtained on application to A. W. Spies, care of Geo. B. Satterlee, No. 32 Pine St., New York.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, No. 68 WILLIAM ST., NEW YORK, March 16, 1876.

#### DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND on the preferred stock of this company, of \$7 per share, has been declared out of the net earnings of 1874, and a further dividend of \$7 per share out of the net earnings of 1875, said dividends to be paid on the 10th day of April next, in the consolidated sinking fund bonds of this company.

The transfer books will be closed on the 23d day of March, at 3 P. M. and reopened on the 10th day of April next. JULIUS WADSWORTH, Vice Pres't.

J. C. Chew,

DEALER IN

#### INVESTMENT SECURITIES.

Texas State, Railroad, County and Municipal Bonds a Specialty.

Texas Lands and Land Scrip for Sale.

FINANCIAL AGENT OF THE CITY OF HOUSTON, TEXAS; And UNITED STATES CENTENNIAL COMMISSIONER FROM TEXAS.

OFFICES: 39 BROADWAY, NEW YORK.

Martin Lewis,

Room 3. 43 PINE ST., N. Y.

DEALER IN

Securities of Solvent and Defaulted Railroad Companies, also State, City and County Bonds.

TIME LOANS NEGOTIATED.

Refers by permission to Messrs. M. K. Jesup, Paton & Co., New York; Messrs. Soutter & Co., New York; Jon. S. Norris, Esq., President First National Bank, Baltimore; Robert Mickle, Esq., Cashier Union National Bank, Baltimore.

## OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS, SPLENDID LIGHT & VENTILATION, SUITABLE FOR

Banks, Bankers, Brokers, Merchants, Lawyers, Railway, Insurance, and other Companies, IN BUILDINGS

No. 4 WALL STREET, 38, 39, 40, 42, 57, 64, 66, 69, 71, 73, 75 & 80

BROADWAY.

Nos. 5, 7, 17, 19, 34, 36, 49 & 53 NEW ST.,

Nos. 17, 19, 21 & 38 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE,

ALL NEAR WALL STREET.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

No. 71 Broadway.

The Peoria and Burlington Railroad has been incorporated, with a capital of \$50,000, and power to increase to \$2,000,000. This proposed road will run direct to Burlington, Iowa, with branches to Galesburg and Monmouth, Ill., and Madison, Iowa. The incorporators are J. J. Rogers, M. C. Bates, J. S. Lattimer, K. R. Marks, S. M. Moore, W. Mount, of Abingdon, and C. S. Clarke, E. S. Easton, T. J. McGraw and C. Neill, of Peoria.



**The United States of Colombia and its Trade.**

The following article on the Commerce, etc., of the United States of Colombia, was written by a citizen of that Republic for the San Francisco Journal of Commerce:

The territory of the Republic of Colombia extends from the Isthmus of Panama to the Peninsula Gorgina, on the Atlantic side, and 2° 30' South latitude, from thence to the banks of the Orinoco, boundary line with the Republic of Venezuela, and from thence to those of the Amazon which forms the boundary line with the Empire of Brazil. The area of Colombia has consequently been estimated at 455,000 square miles, of which 330,956 lie north of the equator, and 124,244 south of this line, with a population of 3,012,000 inhabitants, which distributed in States is as follows:

Antioquia .....	365,000
Bolívar .....	260,000
Boyacá .....	472,000
Cauca .....	435,000
Cundinamarca .....	450,000
Magdalena .....	150,000
Panama .....	225,000
Santander .....	425,000
Tolima .....	280,000

Total ..... 3,012,000

The principal ports on the Atlantic coast are Colon (improperly called Aspinwall,) Portobelo, Cartagena, San Juan, Santa Marta, and others of less importance; and on the Pacific coast Panama, Buenaventura, and Tumaco. Of these Colon and Panama are free ports, and consequently no Custom House formalities are required.

Those on the Atlantic side trade only with New York and all the principal European Markets, and those on the Pacific, which for a long time have followed the same route, are to-day beginning to divert their trade, and during the last three years have opened a trade with the San Francisco merchants, which duly encouraged can become immensely profitable to both countries.

During the last year the exports from San Francisco, principally consisting of mining and agricultural machinery, flour, fruit and other provisions, was represented by 104,688 \*Kilogrammes, valued at \$7,575 71.

All these articles could have been exchanged by excellent sugar, coffee, tobacco and other tropical productions, which the Colombia merchants have not sent up to this port on account of the distance and of freight being considerably higher to San Francisco than to Europe; but not the least doubt is apprehended that if there was a direct line of sailing vessels to those ports, a great portion of their important commerce could be profitably brought to this market.

The foreign commerce of the United States of Colombia was in 1874 of the value of \$23,000,000, thus distributed:

Imports .....	\$12,500,000
Exports .....	10,500,000

This was carried on in 729 sailing vessels and 281 steamers and does not include the important transit of commerce by the Isthmus of Panama, where as already stated there are no Custom Houses. The principal articles of exportation for the same year were the following:

Articles.	Kilgms.	Value.
Coffee .....	7,300,000	\$1,900,000
Tobacco .....	5,700,000	2,000,000
Indigo .....	124,000	400,000
Cotton .....	800,000	260,000
India rubber .....	200,000	150,000
Hides .....	1,300,000	500,000
Peruvian bark .....	4,000,000	1,800,000
Panama hats .....	600,000	260,000
Gold and silver .....		2,500,000
Totals .....	20,024,000	\$9,770,000

The country enjoys at present a favorable financial condition, as its foreign and interior debt have been considerably reduced, and the national

revenue exceeds public expenditure, leaving a surplus with which the government can subsidize all works of public utility. The public debt is as follows:

Interior debt .....	\$10,000,000
Foreign debt .....	11,000,000

The obligations contracted by the government, in order to pay the interest and amortize the capital, are strictly fulfilled, and hence the credit of the country is to-day well established.

The construction of railroads in the interior of the country, so as to put in communication the populated centres with the navigable rivers, which give an easy outlet to the ocean, or to connect them directly with the sea coast, and the diffusion of public instruction, are the two principal economical and social questions to which the Colombian Government is paying at present most attention, and from their proper solution, the country will, necessarily, derive a great material and intellectual development.

\* The Kilogramme is equal to 2 1/5 lbs. nearly 1016.0578 kilgm. are equal to a ton of 2250 cwt.

**Value and use of Railroads.**

Who can estimate the value and use of the miles of railroad in this State? When we come to contrast the condition of the people prior to the opening of such lines of communication, and their present proud position, the question is answered to a certain extent; for to attempt to illustrate in a brief newspaper article the full use and benefit of railroad lines, and particularly to California, would be futile, as but a shadow of justice could be given the subject.

When California was distant from the markets of the world in time varying from twenty four to sixty days, the consumer was at the mercy of the manufacturer and dealer. When the telegraph lines were first put in operation some slight remedy was applied to save from imposition and extortion; but "corners" would be put up on every conceivable article in popular use. At one time it would be one staple, at another, some other commodity would be selected, and double and treble a legitimate price charged the consumer. Fortunes would be made in no time in candles, coal, nails, lard, oils, paints, tobacco, and so on along the gamut of mercantile speculative articles, until the burden became almost too heavy to bear. At last through the wisdom, courage and foresight of four Sacramento merchants—Stanford, Huntington, Hopkins, and Crocker—the continental railroad, the Central Pacific, was inaugurated and constructed, and the Pacific coast, and California, particularly, thrown into direct contact and commercial relations with the markets of the world, and the day for "corners," and putting up schemes in which to coerce the coin from the pockets of the people by the "marking up process," ceased and then by the impetus given every trade and commercial business on the coast, California became self-sustaining, and could snap her fingers at the factors of the East; and now people can live here sixty per cent. cheaper than they can on the other side of the mountains, and get more for their money. Aside from all this, the railroad lines passing through this State, have contributed to increase values to an extent almost incredible, except to those who have studied into the matter, and watched their progress, and their bearing upon the material interests of the State. By reason of the construction of the Central Pacific railroad and its branches, California is richer to-day by three hundred and fifty millions of taxable property; and the testimony in proof of this is in the books of the county assessors of the State, where the figures are as clear as the noon-day sun, and where inspection will satisfy the most sceptical. We are not ashamed of this showing, for it is something in which every Californian should take an honest pride, and which every honest hearted journal should find the basis upon which to raise a monument of thanks enduring as brass to those who originated and carried into effect the great enterprise which has placed Cali-

fornia in the front rank of states, and made her waste places to blossom as the rose. No indeed. There is nothing to be ashamed of in the showing, but on the contrary, everything to be proud of and rejoiced at. We are no longer isolated from the world, and looked upon simply as an appendage of the Federal Government. The electric wire places us *en rapport* with the diplomatic circles and marts of the continents, and the iron rail places its at the doors of the capitol of the nation, with all the rapidity, certainty and safety that human ingenuity, skill and courage can command and put into effect. The Central Pacific Railroad Company, its undertakings and results have been the great motive power of California's progress, prosperity and success. By reason of it she has advanced a quarter of a century in the stride for progress and position; and her supremacy, financially, commercially and physically, has been moved along by that great lever, held by Stanford, Huntington, Hopkins, Crocker, and which is known far and near as the Central Pacific railroad. That lever is still held by the same men, and they are constantly increasing its power, strength and durability, and will not remove their directing hands from it, until that period in our history, when the roll of states, called in their order, will have inscribed at its head that of California.—*Spirit of the Times.*

**Railroad Earnings.**

The earnings of the Michigan Central Railroad for the second week in March, 1876, were \$137,309 01, against \$130,937 60 in March, 1875, an increase of \$6,371 41.

The earnings of the Missouri, Kansas and Texas Railroad for the second week in March were: freight, \$44,686; mail, \$2,551; express, \$1,050; passengers, \$15,782—total, \$64,069. Same time last year, \$60,898; increase, \$3,171.

The earnings of the St. Louis, Kansas City and Northern Railway Company are as follows: March 8 to 15, 1876, \$83,266 85; March 8 to 15, 1875, \$66,762 59—increase in 1876, \$16,504 26. The increase from January 1 to date is \$164,002 47.

The earnings of the Chicago, Milwaukee and St. Paul Railway Company during the second week in March, 1876, were \$119,000; corresponding period in 1875, \$108,700—increase, \$10,300.

The earnings of the Georgia Central Railroad for the past six months were \$1,825,412 30; expenses \$876,269 14—net \$949,143 16. During this time the liabilities of the company have been reduced \$594,019 56.

The earnings of the St. Louis, Iron Mountain and Southern Railroad for the second week of March 1876, were \$87,400, against \$65,701 51 for the second week of March 1875, an increase of \$11,698 49.

The Pensacola and Louisville railroad was sold under execution in Pensacola, Fla., March 6, and was bought by J. W. Black, of New Orleans. The road is 44 miles long, from Pensacola northward to a junction with the Mobile and Montgomery Railroad near Pollard, Ala. The suit in which the sale was ordered arose out of a purchase of lands and bonds of the old Alabama and Florida company from the Forsyth estate.

The question of granting a further loan of \$6,000,000 by the City of Cincinnati for the completion of the Cincinnati Southern Railroad was voted upon at a special election on the 14th inst., and it may be said to the credit of that city that not only was a large vote cast, but that a large majority was carried in favor of the measure.



**New Railroad Route from Harrisburg to Baltimore.**

A letter to the Harrisburg (Pa.) Patriot states that a new railroad is about being built connecting that city with the Western Maryland railroad at Westminster. The route to be traversed is as follows: From White Hall to Harbort's Mill over the Harrisburg and Potomac line, now rapidly drawing to completion; thence via Stony Run valley to the headwaters of Beaver creek; down Beaver creek to Mergenthaler's gap; then to Wellsville, where the road strikes the head of a small stream known as Prain's run, which it follows in about a direct line to the Conewago creek; thence up the creek to East Berlin. Here it connects with the Oxford and Berlin branch, now ready to be put under contract. At Oxford it connects with the Hanover branch, and follows it to the Bachman's Valley road, thence to Westminster and on to Baltimore by the Western Maryland road.

**New York, New Haven and Hartford R.R.**

There is much activity in the shops of the Consolidated road at New Haven, just now. The new engine, No. 39, made its first regular trip to New York on Conductor Lockwood's train, yesterday and the company contemplates purchasing several more new engines as the ninety four locomotives now in use are unable to do the work, and the facilities of the company will not allow them to build them in the required time. Engines Nos. 19, 28, 41, and 17, are in the repair shops being fixed up. No. 19 will be entirely rebuilt. The car shops are also doing a great amount of work, about forty carpenters being employed all the time, in turning out new and repairing the old cars. The paint shops are crowded to their greatest capacity, with cars which have just been repaired. One of the cars in the paint shops is the drawing room car, Philadelphia, which has been entirely remodelled and refitted throughout. The new cars divided into smoking and baggage departments built for the centennial train between Boston and Philadelphia, are also being painted. —*Bridgeport (Conn.) Standard, March 18.*

Articles of association of the Memphis and International Railroad Company were filed in the Secretary of State's office at Little Rock, Ark., on the 14th of February. The proposed road is to be run from Memphis to a point in Southwest Arkansas; length 300 miles. Directors: O. A. Hadley, Jas. Torrance, J. D. Adams, H. M. Cooper, F. S. Davis.

The Pekin, Lincoln and Decatur Railroad will be sold under a decree of foreclosure at Springfield, Ill., on the 21st of April. The sale includes the entire road, 68 miles, and all the property of the company. Bondholders who have deposited their bonds are allowed to bid for the property.

From the address of the newly elected Mayor of Bangor, Me., we learn that the indebtedness of the city for municipal purposes is \$587,000. The available assets in cash, notes, &c., are \$175,174 71. The valuation of the city for 1875 is \$11,052,211.

Col. R. R. G. Ingersoll of Peoria has been elected President, B. E. Smith of Columbus Vice President, and Charles P. James of Peoria Secretary and Treasurer of the Peoria and Rock Island Railroad Company.

**Buffalo and Lake Huron Railway.**

The half yearly general meeting of this company was held at the Law Association Rooms, Liverpool, on Wednesday March 1st, Mr. Arthur Aston, the Chairman, presiding. The report of the Directors and statement of accounts submitted to the meeting were received and adopted, and a dividend of 4s. 3d. per £10 share was made payable out of the net revenue of £11,755 14s. 1d., after providing for the interest on £763,751 of bonds.

The report states "that the balance of revenue, including the balance from the previous half year, after providing for the payment of interest on the bonded debt, is £11,755 14s. 1d., which will allow of a dividend of 4s. 3d. per share, free of income tax, carrying to the next half year £503. Bonds to the amount of £751,800 have been presented at the office of the Company, and exchanged for the new series, but there are yet £11,958 to come in. Recent advices from Canada state that the severe commercial depression, so long continued, shows evident signs of amelioration."

**Dividends and Interest.**

The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of fourteen per cent—seven per cent. on the earnings of 1874, and a further dividend of seven per cent. on the earnings of 1875, payable April 10 in the consolidated sinking fund bonds of the company. The transfer books close March 23.

The directors of the Chicago, Rock Island and Pacific Railroad Company have declared a semi-annual dividend of four per cent, payable April 27. The transfer books close March 31.

The New York Central and Hudson River Railroad Company have declared a quarterly dividend of two per cent on the capital stock and outstanding consolidation certificates of the company, payable on the 15th of April.

The Northern Central Railway Company have declared a dividend of three per cent on the capital stock, clear of State taxes, from the net earnings of 1875, payable on and after the 1st of April.

The directors of the Camden and Atlantic Railroad Company have declared a quarterly dividend of two per cent. on the preferred and common stock, payable on and after the 15th of April next. The transfer books will be closed from April 8 to April 15.

A dividend of two per cent will be paid by the New York and Harlem Railroad Company from the earnings and profits of the City Line, on the preferred and common stock, on the 1st day of April next.

The Housatonic Railroad Company has declared a quarterly dividend of \$2 per share on its preferred stock, payable April 10.

The usual quarterly dividend of two dollars and fifty cents per share on the capital stock of United New Jersey Railroad and Canal Company will be paid on and after the 10th of April at the offices of the Pennsylvania Railroad, No. 31 Cortlandt st., corner of New Church st., (Room No. 65 new building of the Delaware and Hudson Canal Company,) New York, and No. 233 South 4th st., Philadelphia. The transfer books will remain closed until the 1st of April.

**Pennsylvania Railroad.**

The annual meeting of the stockholders of the Pennsylvania Railroad Company was held in Philadelphia on the 14th inst. The call of the meeting was read, and the annual report, which has already been published, was presented, and a portion of it was read, after which a resolution was adopted thanking the president and directors for the able and faithful manner in which they have conducted the affairs of the company, and for their action in reducing all expenditures connected with the various lines under their management. The session lasted just nine minutes. The annual election for directors of this company will take place on the 28th inst. The following gentlemen have been nominated: Thomas A. Scott, Josiah Bacon, Wistar Morris, John M. Kennedy, Alex. J. Derbyshire, Samuel M. Felton, Alexander Bidle, N. Parker Shortridge, Henry M. Phillips, John Scott, of Pittsburg.

**New York and New England Railroad.**

The New York and New England Railroad Company has arranged to open, on the third of April, a new passenger line, without change of cars, between New England and Philadelphia, Baltimore and Washington. The route will be by this road, via Putnam and Willimantic, to Hartford; by the New York, New Haven and Hartford Railroad to Harlem river; by transfer steamer "Maryland" to Jersey City; and by the Pennsylvania, and Philadelphia, Wilmington and Baltimore Railroads, and connections, to all points south and southwest.

In addition to first-class passenger coaches, it is proposed to run Pullman palace day cars through to Philadelphia by the morning train, and sleeping cars through to Washington by the evening train from Boston. The passage by the transfer steamer, requiring about an hour, will afford ample time for meals.

A dispatch dated Portland, Me., March 20, says: The new railroad combination to Montreal gives the Directors to our portion of the Ogdensburg road. The Directors that the road chose this afternoon were S. J. Anderson, H. N. Jose, J. E. Donnell, W. L. Putnam, D. W. Clark and W. F. Milliken.

In the Nova Scotia Legislature on the 20th inst. the Attorney General introduced a bill encouraging the building of a railway from New Glasgow to the Straits of Canso, a steam ferry across to Cape Breton side thence by railway to a point on Bras D'or Lake.

The Board of Managers of the Philadelphia and Reading Railroad Company have unanimously elected Isaac Hinkley, Esq., a member of the Board in place of Robert B. Cabeen, deceased.

The Vance Railroad bill, which has been signed by the Governor and is now a law, with the exception of some slight modifications, enables the railroads of Wisconsin to charge the same rates as were current previous to the Potter act.

The interest on the 3.65 District of Columbia bonds is now being paid at the Treasury of the United States in Washington, and by the Assistant Treasurer of the United States at New York. The amount to be paid is about \$250,000.

## Commerce of New York.

The foreign imports at New York for the month of February, 1875, are officially stated as follows:

	1875.	1876.
Entered for consumption	\$19,475,488	\$13,016,690
Do. for warehousing	8,135,428	7,952,726
Free goods	8,042,547	6,824,451
Specie and bullion	1,269,902	183,463

Total entered at port	\$36,923,360	\$27,977,330
Withdrawn fr. wareh'ise	8,485,817	6,997,493

The foreign imports at New York for two months from January 1, were:

	1875.	1876.
Entered for consumption	\$31,006,822	\$25,360,674
Do. for warehousing	13,851,466	14,236,320
Free goods	15,481,138	17,554,935
Specie and bullion	1,416,148	581,660

Total entered at port	\$61,754,610	\$57,733,589
Withdrawn fr. wareh'ise	16,214,221	12,987,100

The foreign imports at New York for eight months of the fiscal year, were:

	1875.	1876.
Six months ending Jan-uary	\$175,110,786	\$148,376,529
January	24,881,250	29,756,259
February	36,923,360	27,977,330

Total eight months	\$236,865,346	\$206,110,118
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The duties received at New York for eight months ending with February, were:

	1875.	1876.
July	\$9,654,569 49	\$9,278,546 61
August	11,802,593 20	11,417,506 51
September	11,400,273 11	10,163,829 28
October	8,678,567 56	8,208,316 27
November	6,364,435 53	7,034,576 39
December	6,312,995 27	5,349,574 79
January	8,072,846 12	8,160,728 44
February	11,811,046 95	9,473,033 56

Total	\$74,097,327 23	\$69,081,080 85
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The exports from New York to foreign ports in the month of February, were:

	1875.	1876.
Domestic produce	\$17,839,488	\$17,612,843
Foreign free goods	145,871	301,844
Do. dutiable	126,626	390,800
Specie and bullion	4,040,524	4,118,019

Total exports	\$22,152,509	\$22,423,006
Do. exclusive of specie	18,111,985	18,304,987

The exports from New York to foreign ports for two months from January 1, were:

	1875.	1876.
Domestic produce	\$36,399,436	\$38,659,657
Foreign free goods	424,741	786,566
Do. dutiable	579,211	658,990
Specie and bullion	14,159,849	5,984,418

Total exports	\$51,563,237	\$46,089,631
Do. exclusive of specie	37,403,388	40,105,213

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1875.	1876.
Six months ending Jan-uary 1	\$140,508,524	\$134,944,600
January	19,291,403	21,800,226
February	18,111,985	18,304,987

Total produce	\$177,911,912	\$175,049,813
Add specie	45,763,411	23,185,730

Total exports	\$223,675,323	\$198,235,543
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The foreclosure sale of the Davenport and St. Paul Railroad, which was to have taken place on the 2d inst., has been postponed to the 27th.

## Camden and Atlantic Railroad.

The directors of the Camden and Atlantic Railroad Company have elected John Lucas, Esq., President of the road, in place of Hon. A. K. Hay, whose ill health for the past few months has compelled him to resign. During the past year the receipts of the road from passengers were \$316,407 12; from freight, \$131,799 58; from express, \$36,604 64; from ferry, \$42,716 12; from May's Landing branch, \$4286 35; from United States mail, \$4500; from real estate, \$3046 42; from news agent, \$1233 25; from dividend on stock of Seaview Hotel Company, \$680—total, \$548,492 50. The expenses were \$428,435 14. Balance in favor of the Company \$120,057 36.

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FAIRBANKS, MORSE & CO., 111 Lake St., Chicago.  
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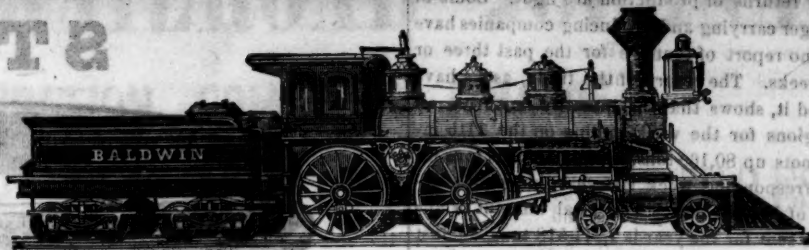
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**The Coal Trade.**

The Philadelphia *Ledger*, of 20th inst., says the weekly returns of production are light. Some of the larger carrying and producing companies have made no report of tonnage for the past three or four weeks. The return of the trade, as we have received it, shows that the quantity sent from all the regions for the week ending on the 11th instant foots up 80,168 tons, against 185,158 tons for the corresponding week last year, showing a decrease of 104,985 tons. The total amount of anthracite sent for the year is 2,211,518 tons, against 2,173,147 for same period last year, an increase of 38,371 tons. The quantity of bituminous coal sent to market for the week was 53,424 tons, against 52,383 tons for corresponding week last year, an increase of 1011 tons. The whole bituminous tonnage from the beginning of the coal year to the 11th instant is 514,935 tons, against 436,584 tons in corresponding time last year, an increase of 78,081 tons. The total tonnage of all kinds of coal for the week is 133,592 tons, being a decrease for the week of 103,944 tons, and the total tonnage for the coal year is 2,726,453 tons, against 2,610,001 tons to same date last year, being a total increase of 116,452 tons. At Port Richmond for the week ending the 18th instant there were receipts of 425 tons of coal and shipments of 11,000 tons, leaving 83,000 tons on hand. We continue to quote freight charges to New York at 85 cents, Providence at \$1 25@ \$1 30 and to Boston at \$1 40@ \$1 50 per ton. At Perth Amboy for the week ending on the 11th instant the receipts of coal were 1773 tons and the shipments 11,123 tons, leaving 75,321 tons on hand.

Mr. A. A. Talmage, General Superintendent of the Atlantic and Pacific Railroad, has been removed by the Receiver, and Mr. C. W. Rogers appointed in his place.

CHAS. PFEIFER, Constructing Engineer. C. J. SCHULTZ, Proprietor.

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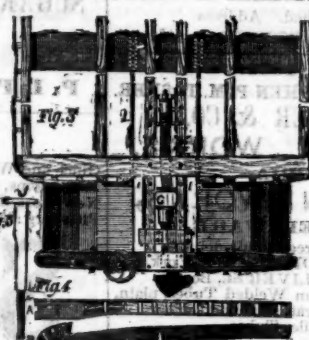
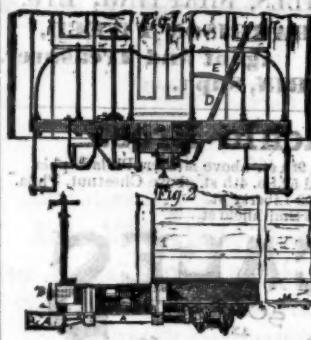
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For further particulars, testimonials, &c., apply to  
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